

The background of the entire page is a reproduction of the Mona Lisa painting. The face of the woman is the central focus, with her enigmatic smile. The background of the painting, showing a hazy, mountainous landscape, is visible around the edges of the figure.

TechLife

Oct 14, 2023

NEWS

NEW TESLA MODEL 3 2024

DRIVING FORWARD WITH FINE
STYLE & INNOVATIVE CHANGES

PANDEMIC SPENDING

SCHOOLS BOOSTED TECH,
BUT DID IT HELP STUDENTS?

MonaLisa

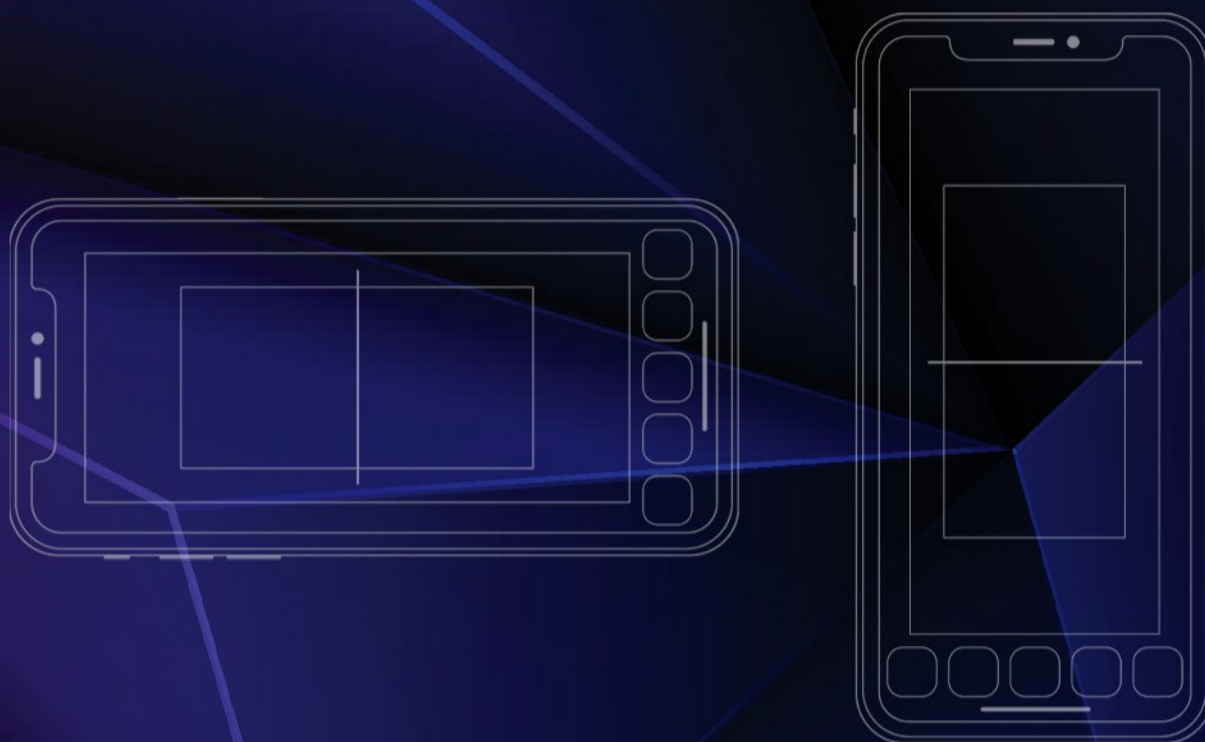
SCIENTISTS WINKLE A SECRET ABOUT HOW LEONARDO PAINTED THE MASTERPIECE



PublishChannel provides the most well-designed app solution to make your publication independent, offering a powerful channel for subscriptions worldwide.

And you keep all revenues directly from App Store™ sales.

Our exclusive design offers a state-of-the-art user interface that is highly interactive with engaging links to web content, video platforms, apps, podcasts, and more. Your app is fully integrated with the production process, seamless in your workflow.



Designed for

Magazines | Newspapers | News Channels | Video Channels



PublishChannel

The World-Class Solution for Publishing

Visit www.publishchannel.com

Perfect Photo, Sucky Skies?

AI-powered Sky Replacement - Perfection in Seconds



© Sherwin Magistro

Say Goodbye to Bland and Boring Skies

Get Luminar 4, powered by new and innovative technologies like Accent AI and AI Sky Replacement. Instantly replace skies to change the mood of your photo. No complicated masking or brushes required!

Wherever your creative vision takes you, Luminar has the tools, smarts and style to help you achieve your absolute best.

Your Photography. Elevated.

Grab a copy at l.skylum.com/applemag

Use promo code **APPLEMAG** for \$10 off your purchase

©2020 Skylum Software USA, Inc. All rights reserved.



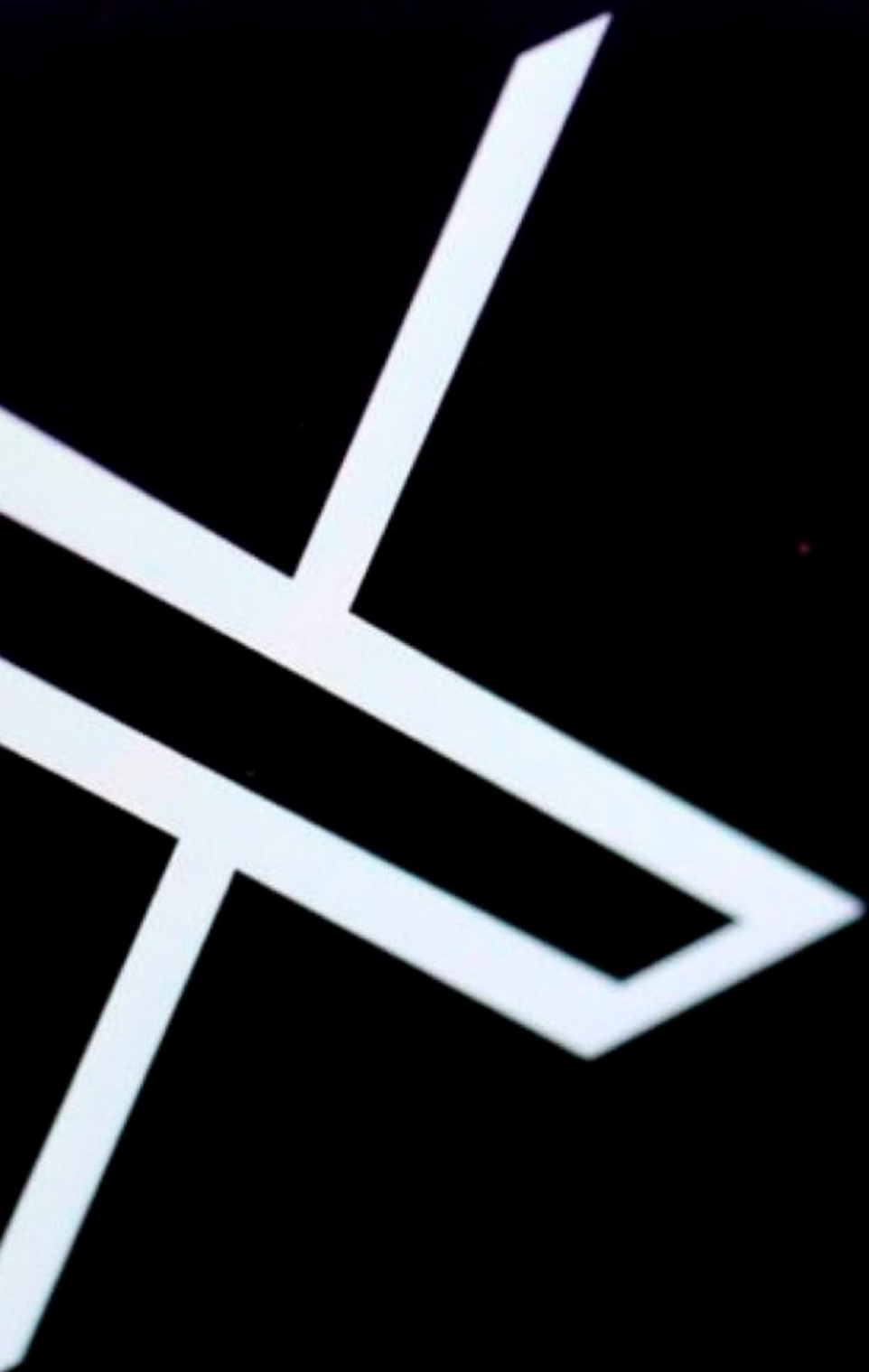
SUMMARY

MUSK'S X HAS TAKEN DOWN HUNDREDS OF HAMAS-LINKED ACCOUNTS CEO SAYS	06
HOLLYWOOD STUDIOS BREAK OFF STRIKE TALKS WITH ACTORS, WHO SLAM...	14
JUDGE TO HEAR ARGUMENTS FROM TIKTOK AND CONTENT CREATORS WHO...	22
DELTA AIR LINES POSTS \$1.11 BILLION PROFIT FOR THE THIRD QUARTER AND SEES...	30
SCIENTISTS WINKLE A SECRET FROM THE 'MONA LISA' ABOUT HOW LEONARDO...	38
AN APP SHOWS HOW ANCIENT GREEK SITES LOOKED THOUSANDS OF YEARS AGO...	48
NEW MODEL 3 - 2024 TESLA DRIVING FORWARD WITH FINE STYLE & INNOVATIVE...	62
BOEING DELIVERIES OF NEW JETS DIP AS THE COMPANY AND A KEY SUPPLIER...	88
SCHOOLS' PANDEMIC SPENDING BOOSTED TECH COMPANIES. DID IT HELP...	94
THE FUTURE OF ELECTRIC VEHICLES LOOMS OVER NEGOTIATIONS IN THE...	108
FOUNDER OF JOBY AVIATION SAYS ELECTRIC AIR TAXIS WILL BE IN SERVICE IN 2025	118
ELIGIBLE ELECTRIC AND PLUG-IN VEHICLE BUYERS WILL GET US TAX CREDITS...	132
"ADDICTIVE" SOCIAL MEDIA FEEDS THAT KEEP CHILDREN ONLINE TARGETED BY...	138
STELLANTIS PICKS KOKOMO, INDIANA, FOR ITS SECOND US BATTERY VENTURE...	146
'RING OF FIRE' SOLAR ECLIPSE WILL SLICE ACROSS AMERICAS ON SATURDAY...	152
AMAZON LAUNCHES TEST SATELLITES FOR ITS PLANNED INTERNET SERVICE TO...	162
IN 'FAIR PLAY,' A BATTLE OF THE SEXES ON WALL STREET	168
THE AMAZON ANTITRUST LAWSUIT IS LIKELY TO BE A LONG AND ARDUOUS...	178
TAIWAN PROBES FIRMS SUSPECTED OF SELLING CHIP EQUIPMENT TO CHINA'S...	190

MUSK'S X HAS TAKEN DOWN HUNDREDS OF HAMAS-LINKED ACCOUNTS CEO SAYS

Elon Musk's social media platform X has removed hundreds of Hamas-linked accounts and taken down or labeled thousands of pieces of content since the militant group's attack on Israel, according to the CEO of the company formerly known as Twitter.

Linda Yaccarino on Thursday outlined efforts by X to get a handle on illegal content flourishing on the platform. She was responding to a demand from a top European Union official this week for information on how X is complying with the EU's tough new digital rules during the Israel-Hamas war.



"X is proportionately and effectively assessing and addressing identified fake and manipulated content during this constantly evolving and shifting crisis," Yaccarino said in a letter to European Commissioner Thierry Breton, the 27-nation bloc's digital enforcer.

Since the war erupted, photos and videos have flooded social media of the carnage, including haunting footage of Hamas fighters taking terrified Israelis hostage, alongside posts from users pushing false claims and misrepresenting videos from other events.

Changes that Musk has made to the platform since he bought it last year mean accounts that subscribe to X's blue-check service can get paid if their posts go viral, creating a financial incentive to post whatever gets the most reaction. Plus, X's workforce — including its content moderation team — has been gutted.

Those changes are running up against the EU's Digital Services Act, which took effect in August. It forces social media companies to step up policing of their platforms for illegal content, such as terrorist material or illegal hate speech, under threat of hefty fines.

"There is no place on X for terrorist organizations or violent extremist groups and we continue to remove such accounts in real time, including proactive efforts," Yaccarino wrote in the letter posted to X.

X has taken action to "remove or label tens of thousands of pieces of content," Yaccarino said, pointing out that there are 700 unique Community Notes — a feature that allows users to add their own fact-checks to posts — "related to the attacks and unfolding events."





Image: Carlos Barria

The platform has been “responding promptly” and in a “diligent and objective manner” to takedown requests from law enforcement agencies from around the world, including more than 80 from EU member states, Yaccarino said.

Since Musk acquired Twitter and renamed it, experts say the platform has become not just unreliable but actively promotes falsehoods, while a study commissioned by the EU found that it’s the worst-performing platform for online disinformation.

Rivals such as TikTok, YouTube and Facebook also are coping with a flood of unsubstantiated rumors and falsehoods about the Middle Eastern conflict, playing the typical whack-a-mole that erupts each time a news event captures world attention.



PLAY YOUR FAVORITES

Stream more than 15,000 episodes of your favorite daytime, primetime and late night CBS shows, catch up on classic hits or enjoy exclusive CBS All Access Original Series.



WATCH IT LIVE

Watch live sports, shows and news at home or on-the-go with your local CBS station, CBSN, CBS Sports HQ and ET Live 24/7.

CBS

CBSN

**CBS SPORTS
HQ**

ET LIVE



LIVE TV



CBSN



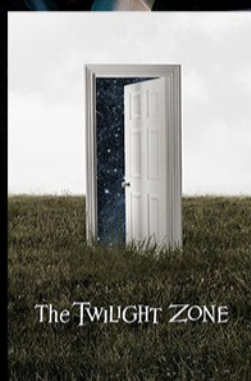
CBS SPORTS HQ



ET LIVE

OBCESS OVER ORIGINALS

Get hooked on critically-acclaimed CBS All Access Original Series.



STREAM ACROSS SCREENS

It's easier than ever to watch on your phone, tablet,
desktop or streaming media player.

Apple iPad

Apple iPhone

Apple tv

android

chromecast

firetv

LG

PS4

Roku

SAMSUNG

VIZIO

XBOX ONE

xfinity

THOUSANDS OF EPISODES.
LIVE TV. ORIGINAL SERIES.

Paramount+

Plans start at \$4.99/month. Cancel anytime.

TRY IT FREE

HOLLYWOOD STUDIOS BREAK OFF STRIKE TALKS WITH ACTORS, WHO SLAM 'BULLYING TACTICS'

Talks bitterly broke off between Hollywood actors and studios late Wednesday, killing any hopes that the three-month strike by performers would come to an end anytime soon.

The studios announced that they had suspended contract negotiations, saying the gap between the two sides was too great to make continuing worth it, despite an offer as good as the one that recently ended the writers strike. The actors union decried their opponents' "bullying tactics" and said they were wildly mischaracterizing their offers.

On Oct. 2, for the first time since the strike began July 14, the Screen Actors Guild-American









Federation of Television and Radio Artists had resumed negotiations with the Alliance of Motion Picture and Television Producers, which represents studios, streaming services and production companies in strike talks.

When negotiations resumed with writers last month, their strike ended five days later, but similar progress was not made with the actors union.

The studios walked away from talks after seeing the actors' most recent proposal.

"It is clear that the gap between the AMPTP and SAG-AFTRA is too great, and conversations are no longer moving us in a productive direction," the AMPTP said in a statement.

The SAG-AFTRA proposal would cost companies an additional \$800 million a year and create "an untenable economic burden," the statement said.

In a letter to members sent early Thursday, SAG AFTRA said that figure was overestimated by 60%. The union said its negotiators were "profoundly disappointed" the studios had broken off talks.

"We have negotiated with them in good faith," the letter read, "despite the fact that last week they presented an offer that was, shockingly, worth less than they proposed before the strike began."

Actors have been on strike over issues including increases in pay for streaming programming and control of the use of their images generated by artificial intelligence.

The AMPTP insisted its offers had been as generous as the deals that brought an end to the

WGA

STANDS WITH



SAG-AFTRA[®]
ON
STRIKE!



writers strike and brought a new contract to the directors guild earlier this year.

But the union letter to actors said the companies “refuse to protect performers from being replaced by AI, they refuse to increase your wages to keep up with inflation, and they refuse to share a tiny portion of the immense revenue YOUR work generates for them.”

From the start, the actors talks had nothing like the momentum that spurred marathon night-and-weekend sessions in the writers strike and brought that work stoppage to an end. Actors and studios had taken several days off after resuming, and there were no reports of meaningful progress despite direct involvement from the heads of studios including Disney and Netflix as there had been in the writers strike.

The writers did have their own false start in negotiations, however. A month before the successful talks, the initial attempt to restart ended after just a few days.

Members of the Writers Guild of America voted almost unanimously to ratify their new contract on Monday.

Their leaders touted their deal as achieving most of what they had sought when they went on strike nearly five months earlier.

They declared their strike over, and sent writers back to work, on Sept. 26.

Late night talk shows returned to the air within a week, and other shows including “Saturday Night Live” will soon follow.

But with no actors, production on scripted shows and movies will stay on pause indefinitely.



*Your Florida dream house can
be a lifetime investment.*



I'm here to assist you.

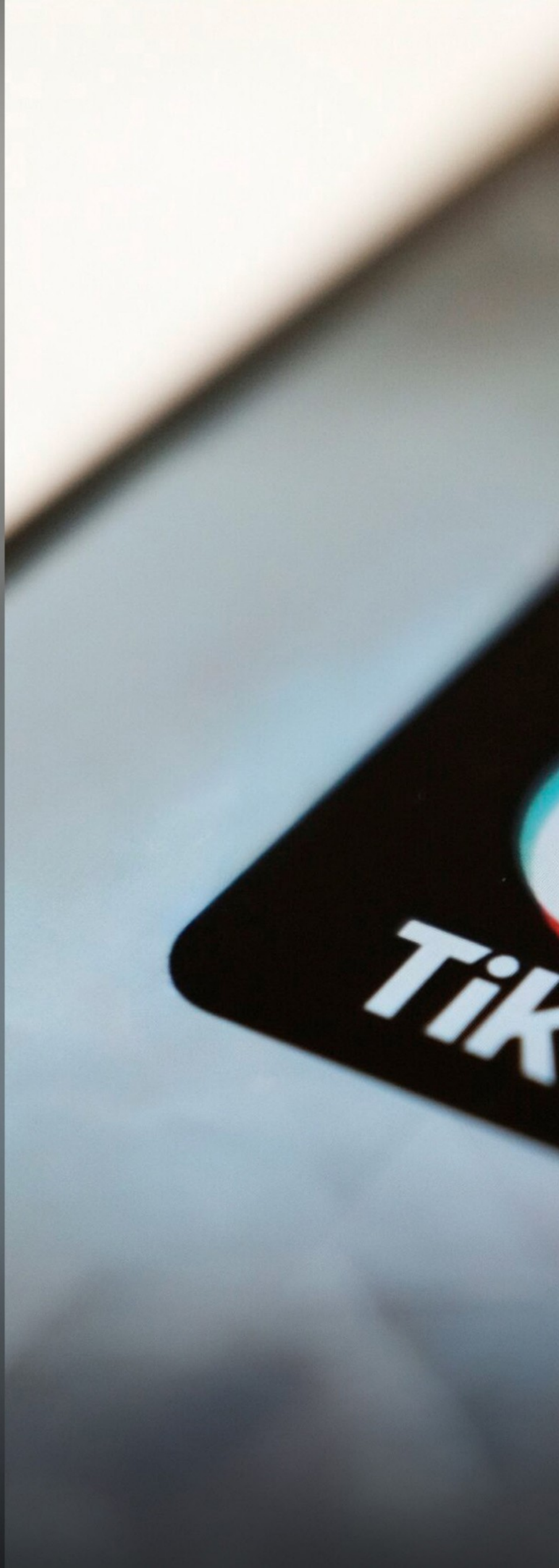
 +1 (407) 413-4292 | karin@ralisto.com

JUDGE TO HEAR ARGUMENTS FROM TIKTOK AND CONTENT CREATORS WHO ARE CHALLENGING MONTANA'S BAN ON APP

A federal judge is scheduled to hear arguments in a case filed by TikTok and five Montana content creators who want the court to block the state's ban on the video sharing app before it takes effect Jan. 1.

U.S. District Judge Donald Molloy of Missoula is not expected to rule immediately on the request for a preliminary injunction.

Montana became the first state in the U.S. to pass a complete ban on the app, based on the argument that the Chinese government





could gain access to user information from TikTok, whose parent company, ByteDance, is based in Beijing.

Content creators say the ban violates free speech rights and could cause economic harm for their businesses.

TikTok said in court filings that the state passed its law based on “unsubstantiated allegations,” that Montana cannot regulate foreign commerce and that the state could have passed a law requiring TikTok limit the kinds of data it could collect, or require parental controls, rather than trying to enact a complete ban.

Western governments have expressed worries that the popular social media platform could put sensitive data in the hands of the Chinese government or be used as a tool to spread misinformation. Chinese law allows the government to order companies to help it gather intelligence.

TikTok, which is negotiating with the federal government over its future in the U.S., has denied those allegations. But that hasn’t made the issue go away.

In a first-of-its kind report on Chinese disinformation released last month, the U.S. State Department alleged that ByteDance seeks to block potential critics of Beijing, including those outside of China, from using its platforms.

The report said the U.S. government had information as of late 2020 that ByteDance “maintained a regularly updated internal list” identifying people who were blocked or restricted from its platforms — including TikTok — “for reasons such as advocating for Uyghur independence.”

MO



NTANA



More than half of U.S. states and the federal government have banned TikTok on official devices. The company has called the bans “political theatre” and says further restrictions are unnecessary due to the efforts it is taking to protect U.S. data by storing it on Oracle servers.

The bill was brought to the Montana Legislature after a Chinese spy balloon flew over the state.

It would prohibit downloads of TikTok in the state and fine any “entity” — an app store or TikTok — \$10,000 per day for each time someone “is offered the ability” to access or download the app. There would not be penalties for users.

The American Civil Liberties Union, its Montana chapter and Electronic Frontier Foundation, a digital privacy rights advocacy group, have submitted an amicus brief in support of the challenge. Meanwhile, 18 attorneys generals from mostly Republican-led states are backing Montana and asking the judge to let the law be implemented. Even if that happens, cybersecurity experts have said it could be challenging to enforce.

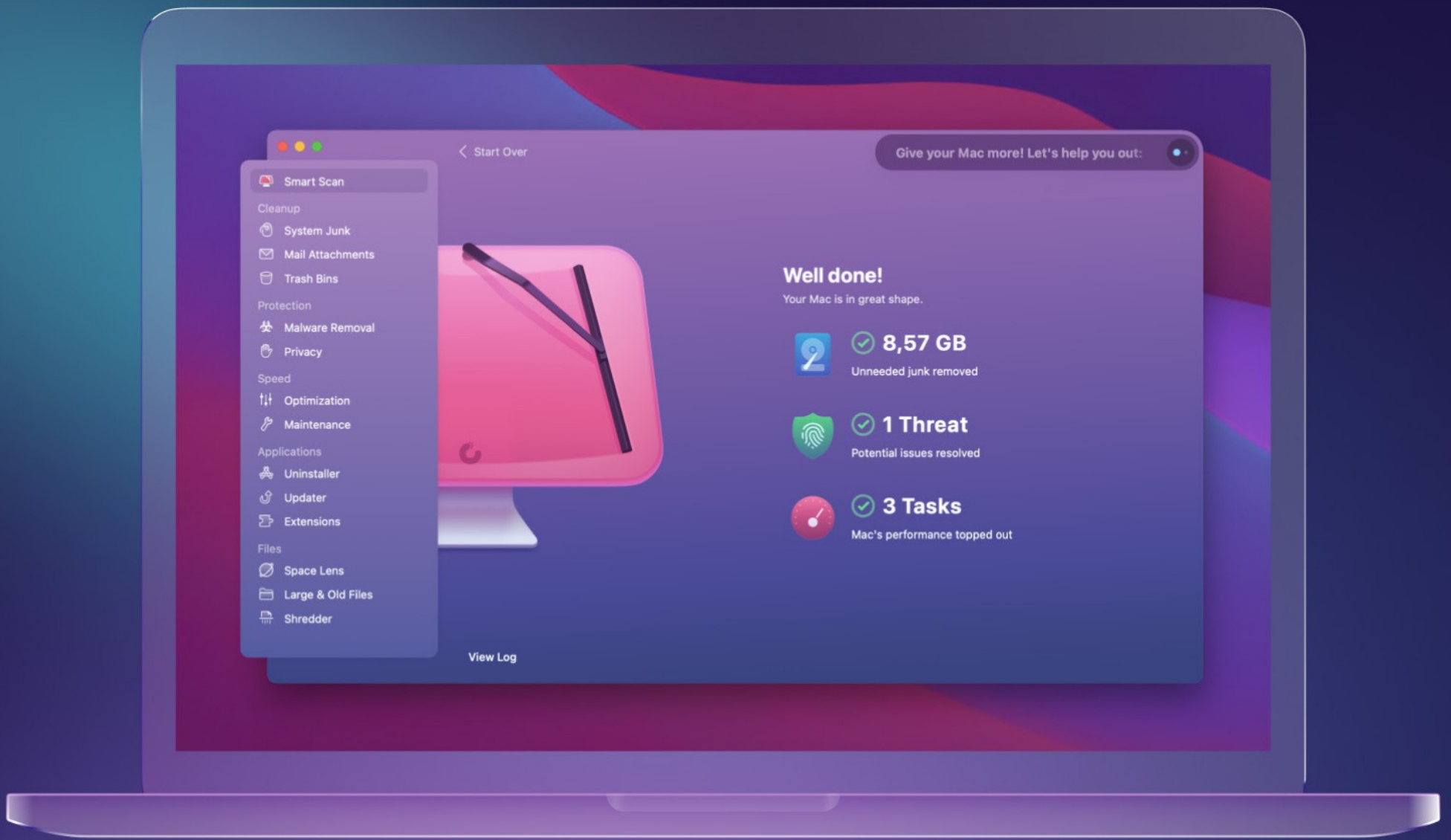
In asking for the preliminary injunction, TikTok argued that the app has been in use since 2017 and letting Montanans continue to use it will not harm the state.

Montana did not identify any evidence of actual harm to any resident as a result of using TikTok and even delayed the ban’s effective date until Jan. 1, 2024, the company said.



CT

Tok



CleanMyMac X

Your Mac.

As good as new.

[Learn More](#)

Coca-Cola store



**FREE SHIPPING
ON ALL COKE STORE
ORDERS OVER \$60!**

www.cokestore.com

DELTA AIR LINES POSTS \$1.11 BILLION PROFIT FOR THE THIRD QUARTER AND SEES STRONG HOLIDAY BOOKINGS

Planes packed with summer travelers boosted Delta Air Lines to a \$1.11 billion profit in the third quarter, and the carrier said Thursday that it expects revenue to keep rising into the holiday season.

Profit was up 59% from a year earlier, as strong ticket sales — especially for premium seats and international flights — helped Delta shrug off higher labor costs.

The Atlanta-based airline predicted ranges for fourth-quarter and full-year profit that mostly exceed Wall Street expectations.



3314

"I think we're closing the year strong, and the holiday bookings that we see right now are pretty good," CEO Ed Bastian said in an interview. "Domestic (travel) is solid, and international is really strong."

U.S. airlines are flying high as the travel recovery that began last year shows few signs of slowing down.

Delta increased its passenger-carrying capacity an aggressive 16% and was able to fill all those extra seats. Travelers flew 64 billion miles on the airline in the quarter, a 17% increase, and they filled 88% of the seats on the average flight, a point higher than last summer.

Revenue from ticket sales in the main cabin grew 12% — and 17% for premium seating. Money from Delta's loyalty program soared 21%.

The program, called SkyMiles, has become so popular that there are far more passengers hoping for upgrades to better seats than available seats. Lines can grow long at Delta lounges at busy airports like Atlanta and New York's JFK.

But when Delta announced changes to deal with the overcrowding last month — including basing elite frequent-flyer status purely on spending, and limiting lounge access for holders of Delta credit cards — the reaction from longtime customers was quick and brutal. Some vowed to switch airlines. Alaska Airlines and JetBlue fished for disgruntled Delta members by promising elite status in their programs. Even Bastian admitted the airline "probably went too far."

Bastian has promised to modify the unpopular changes, but he hasn't given any details yet.









“We are working on that. We’ll be announcing something in the coming days,” Bastian said in the interview. He said he has received “a lot of feedback – everyone had their own ideas as to how we might restructure the program. Almost universally, people acknowledged that we needed to do something.”

Delta’s third-quarter profit, adjusted to exclude one-time items, was \$2.03 per share, 8 cents better than forecast by analysts in a FactSet survey. Revenue rose 11% to \$15.49 billion, also beating expectations.

For the fourth quarter, Delta said revenue will rise as much as 11% from a year ago and it will earn between \$1.05 to \$1.30 per share. Analysts expected \$1.09.

The airline predicted that full-year profit will land between \$6 and \$6.25 per share after saying in June it would be at the top end of a \$5-to-\$6 range.

The short-term outlook would be rosier if not for a recent pickup in jet fuel prices — although fuel is still much cheaper than it was a year ago. Bastian expressed confidence that Delta and other carriers can raise prices enough to cover any increase in fuel expense.

Shares of Delta rose about 2% after the announcement.



Gemini 2

The intelligent duplicate file finder

[Learn more >](#)

SHARP®

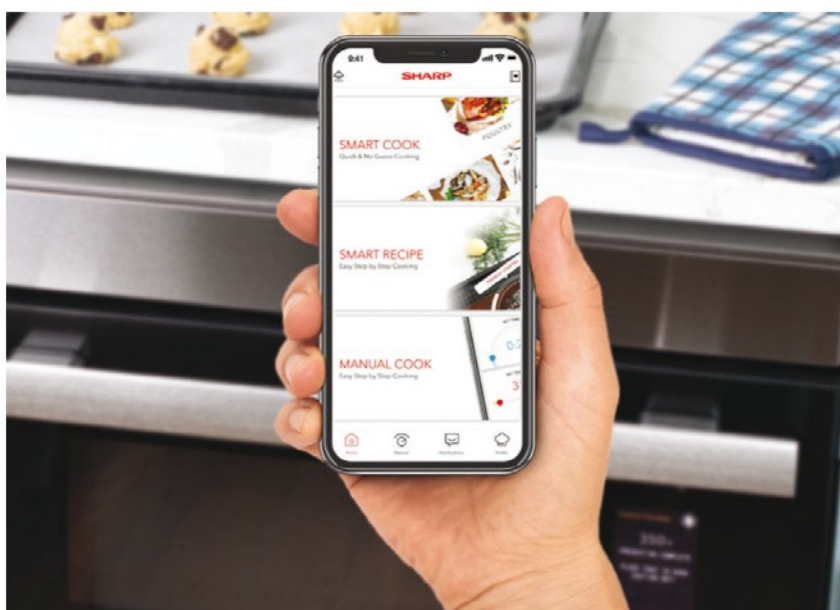
Simply Better Living



SUPERSTEAM+™ BUILT-IN WALL OVEN SSC2489DS

The Sharp® SuperSteam+ Built-In Wall Oven is the start of a cooking revolution. With Wi-Fi enabled IoT features, the innovations within this steam oven are a perfect match for modern cooking needs.

While regular steam only reaches 212°F, the SuperSteam+ oven can create superheated steam up to 485°F. Steam this hot can roast meats and caramelize sugars so your food can be brown and crispy on the outside, tender and juicy on the inside. With the Sharp SuperSteam+ Oven, you can grill without smoke, roast without drying, and get the roasty-toasty, tasty results you desire.



SEE FOR
YOURSELF



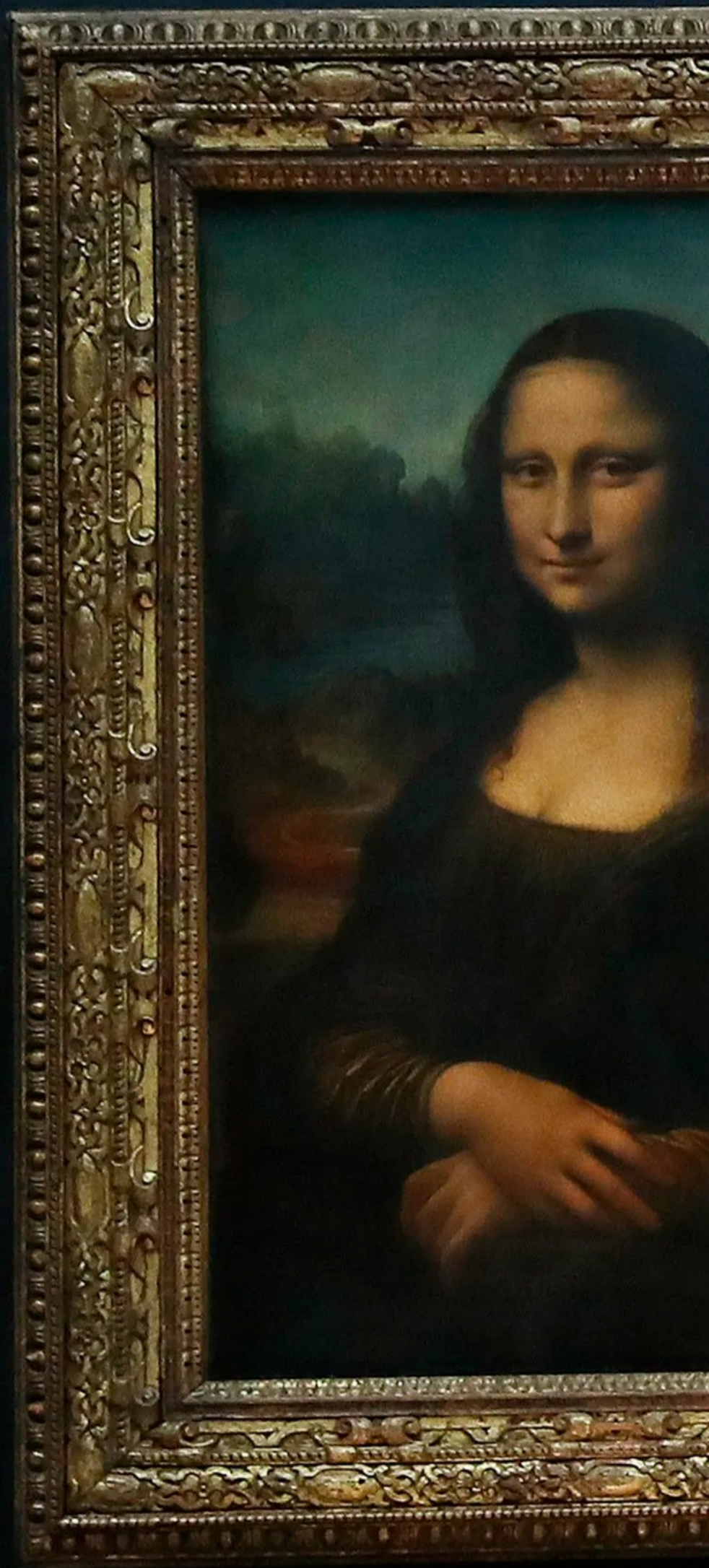
Get started right away with built-in recipes and download the Sharp SuperSteam+ Oven app* to enable the smart features and access custom recipes powered by SideChef.

The new Sharp SuperSteam+ Built-In Wall Oven features Steam Bake for superior breads, and Water Bath for cheesecakes, custards and puddings.

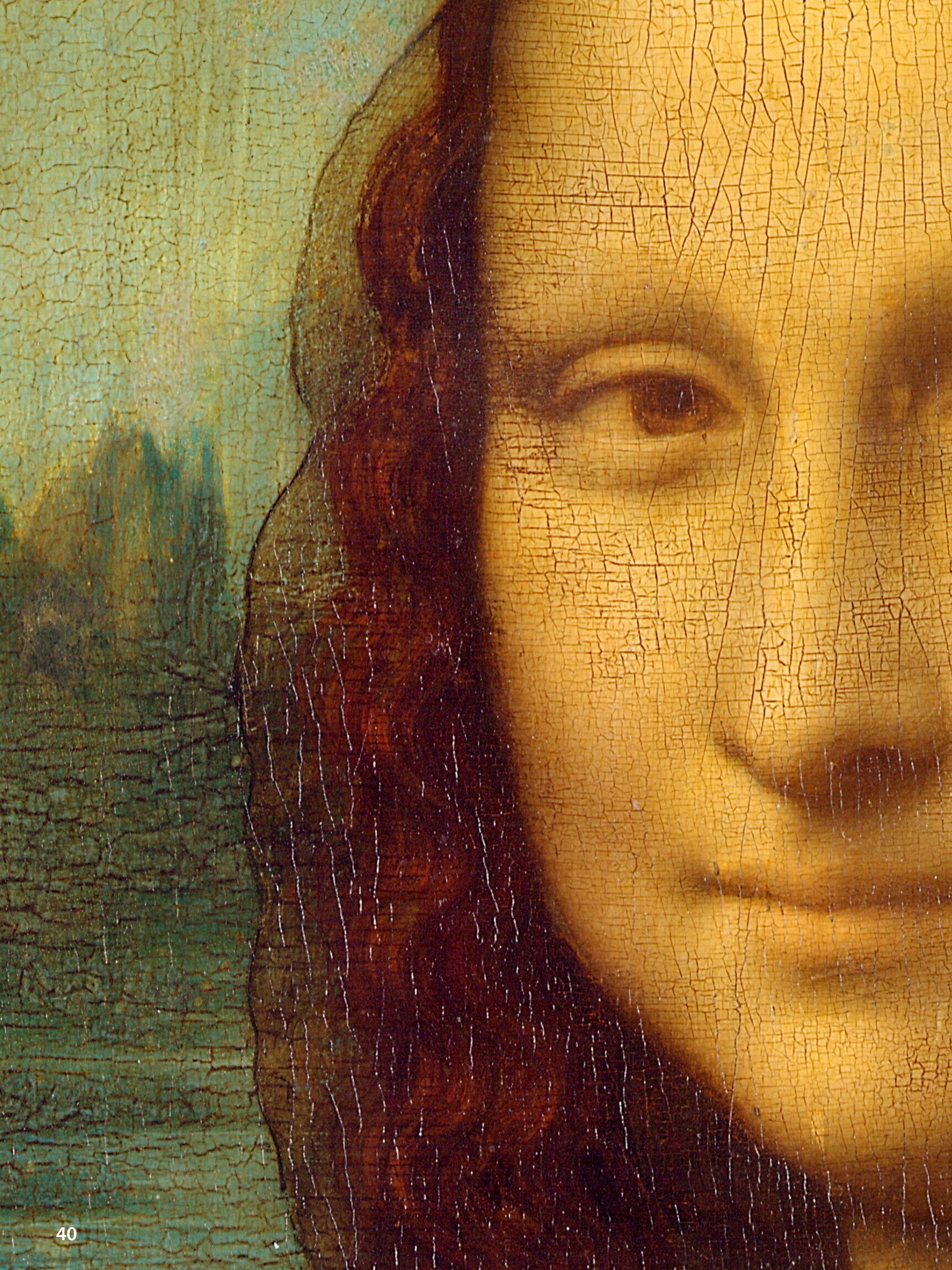
www.sharpusa.com | simplybetterliving.sharpusa.com

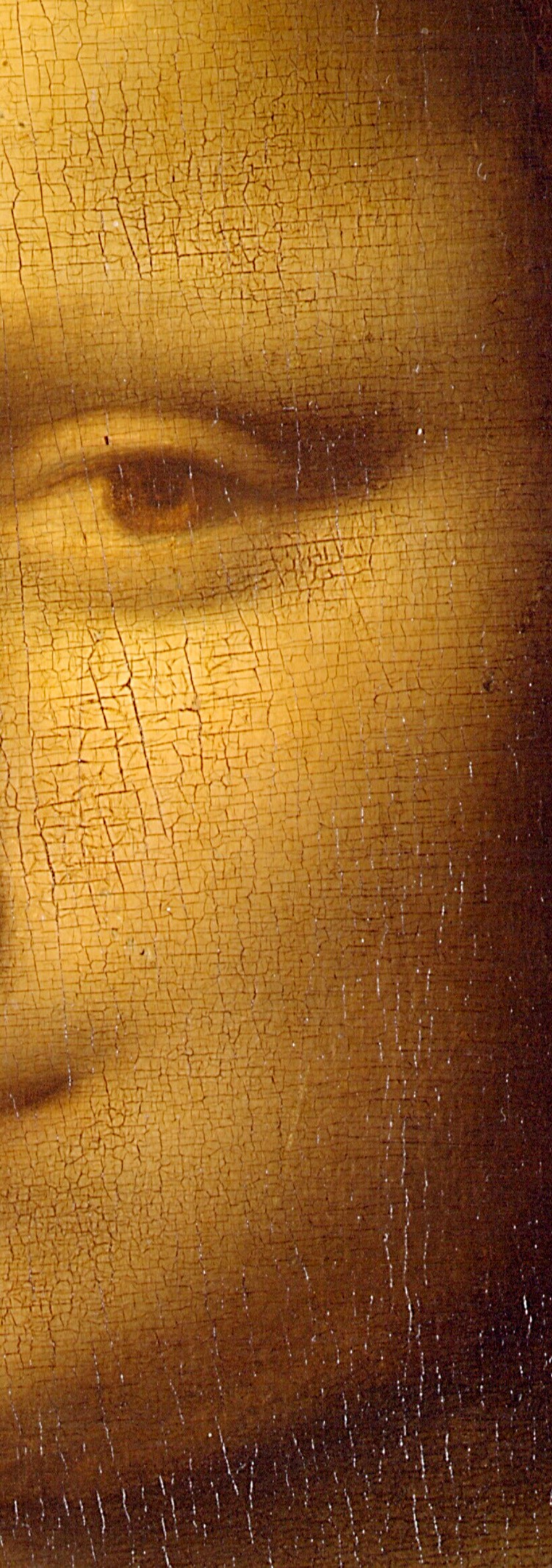
*Mobile Application and Home Assistant Skill available upon commercial release. © 2020 Sharp Electronics Corporation. All rights reserved. Sharp, Supersteam™ Oven and all related trademarks are trademarks or registered trademarks of Sharp Corporation and/or its affiliated entities. Product specifications and design are subject to change without notice. Internal capacity calculated by measuring maximum width, depth and height. Actual capacity for holding food is less.

**SCIENTISTS
WINKLE A
SECRET FROM
THE 'MONA
LISA' ABOUT
HOW LEONARDO
PAINTED THE
MASTERPIECE**









The “Mona Lisa” has given up another secret.

Using X-rays to peer into the chemical structure of a tiny speck of the celebrated work of art, scientists have gained new insight into the techniques that Leonardo da Vinci used to paint his groundbreaking portrait of the woman with the exquisitely enigmatic smile.

The research, published this week in the Journal of the American Chemical Society, suggests that the famously curious, learned and inventive Italian Renaissance master may have been in a particularly experimental mood when he set to work on the “Mona Lisa” early in the 16th century.

The oil-paint recipe that Leonardo used as his base layer to prepare the panel of poplar wood appears to have been different for the “Mona Lisa,” with its own distinctive chemical signature, the team of scientists and art historians in France and Britain discovered.

“He was someone who loved to experiment, and each of his paintings is completely different technically,” said Victor Gonzalez, the study’s lead author and a chemist at France’s top research body, the CNRS. Gonzalez has studied the chemical compositions of dozens of works by Leonardo, Rembrandt and other artists.

“In this case, it’s interesting to see that indeed there is a specific technique for the ground layer of ‘Mona Lisa,’” he said in an interview.

Specifically, the researchers found a rare compound, plumbonacrite, in Leonardo’s first layer of paint. The discovery, Gonzalez said, confirmed for the first time what art historians had previously only hypothesized: that Leonardo most likely used lead oxide powder to thicken and help

dry his paint as he began working on the portrait that now stares out from behind protective glass in the Louvre Museum in Paris.

Carmen Bambach, a specialist in Italian art and curator at New York's Metropolitan Museum of Art, who was not involved in the study, called the research "very exciting" and said any scientifically proven new insights into Leonardo's painting techniques are "extremely important news for the art world and our larger global society."

Finding plumbonacrite in the "Mona Lisa" attests "to Leonardo's spirit of passionate and constant experimentation as a painter – it is what renders him timeless and modern," Bambach said by email.

The paint fragment from the base layer of the "Mona Lisa" that was analyzed was barely visible to the naked eye, no larger than the diameter of a human hair, and came from the top right-hand edge of the painting.

The scientists peered into its atomic structure using X-rays in a synchrotron, a large machine that accelerates particles to almost the speed of light. That allowed them to unravel the speck's chemical make-up. Plumbonacrite is a byproduct of lead oxide, allowing the researchers to say with more certainty that Leonardo likely used the powder in his paint recipe.

"Plumbonacrite is really a fingerprint of his recipe," Gonzalez said. "It's the first time we can actually chemically confirm it."

After Leonardo, Dutch master Rembrandt may have used a similar recipe when he was painting in the 17th century; Gonzalez and other researchers have previously found plumbonacrite in his work, too.









"It tells us also that those recipes were passed on for centuries," Gonzalez said. "It was a very good recipe."

Leonardo is thought to have dissolved lead oxide powder, which has an orange color, in linseed or walnut oil by heating the mixture to make a thicker, faster-drying paste.

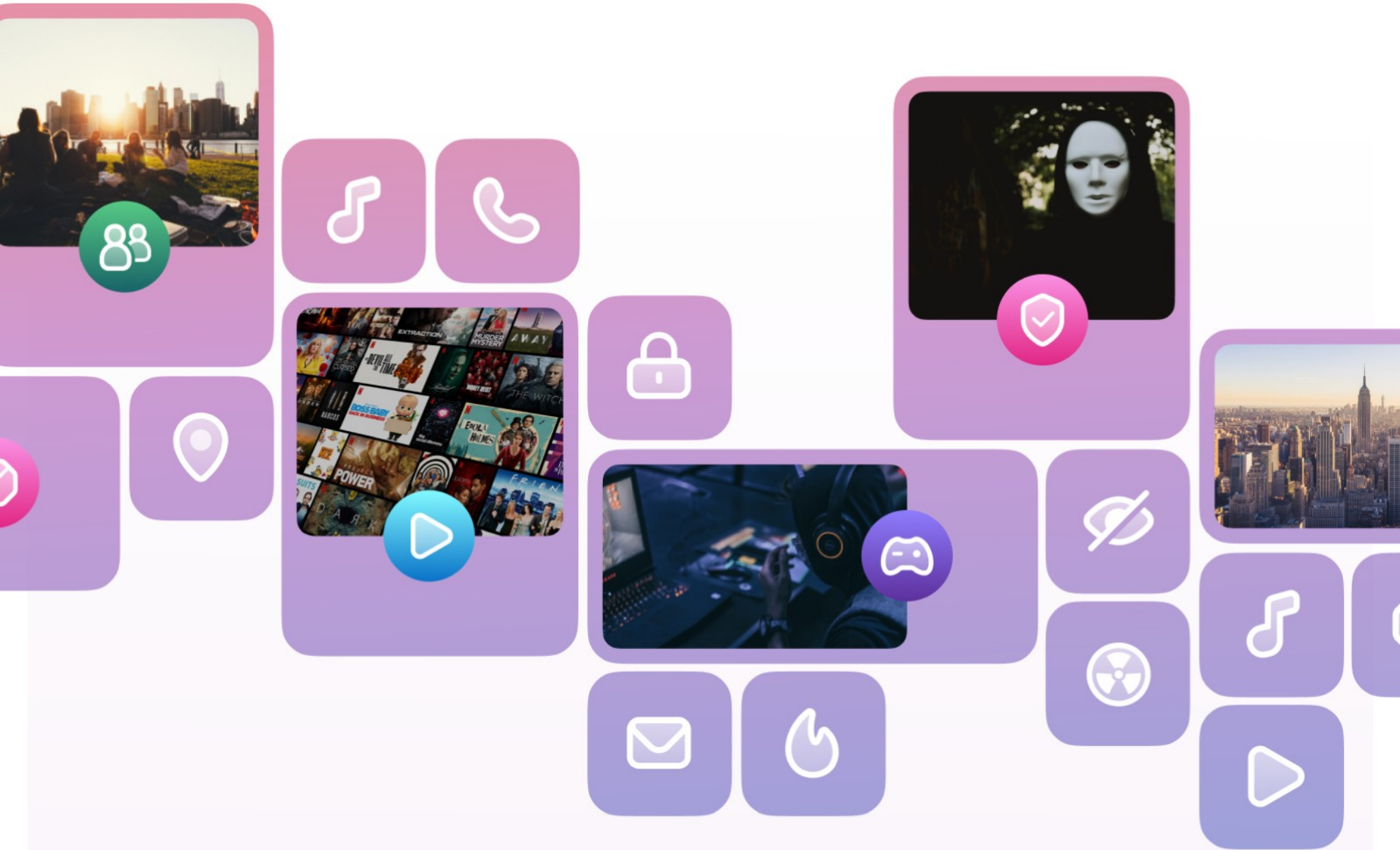
"What you will obtain is an oil that has a very nice golden color," Gonzalez said. "It flows more like honey."

But the "Mona Lisa" — said by the Louvre to be a portrait of Lisa Gherardini, the wife of a Florentine silk merchant — and other works by Leonardo still have other secrets to tell.

"There are plenty, plenty more things to discover, for sure. We are barely scratching the surface," Gonzalez said. "What we are saying is just a little brick more in the knowledge."



ClearVPN



The only VPN you'll ever need

Get ClearVPN



**PHONE ACCESSORY
SUPER DEALS
UP TO 50% OFF**

Light  thebox.com

One World, One Market
Offering high quality products in best price for global customers



**AN APP SHOWS
HOW ANCIENT
GREEK SITES
LOOKED THOUSANDS
OF YEARS AGO.
IT'S A GLIMPSE
OF FUTURE TECH**



Tourists at the Acropolis this holiday season can witness the resolution of one of the world's most heated debates on cultural heritage.

All they need is a smartphone.

Visitors can now pinch and zoom their way around the ancient Greek site, with a digital overlay showing how it once looked. That includes a collection of marble sculptures removed from the Parthenon more than 200 years ago that are now on display at the British Museum in London. Greece has demanded they be returned.

For now, an app supported by Greece's Culture Ministry allows visitors to point their phones at the Parthenon temple, and the sculptures housed in London appear back on the monument as archaeologists believe they looked 2,500 years ago.

Other, less widely known features also appear: Many of the sculptures on the Acropolis were painted in striking colors. A statue of goddess Athena in the main chamber of the Parthenon also stood over a shallow pool of water.



Image: Stelios Kazazis



Image: Petros Giannakouris



“That’s really impressive ... the only time I’ve seen that kind of technology before is at the dentist,” Shriya Parsotam Chitnavis, a tourist from London, said after checking out the app on a hot afternoon at the hilltop Acropolis, Greece’s most popular archaeological site.

“I didn’t know much about the (Acropolis), and I had to be convinced to come up here. Seeing this has made it more interesting — seeing it in color,” she said. “I’m more of a visual person, so this being interactive really helped me appreciate it.”

The virtual restoration works anywhere and could spare some visitors the crowded uphill walk and long wait to see the iconic monuments up close. It might also help the country’s campaign to make Greek cities year-round destinations.

Tourism, vital for the Greek economy, has roared back since the COVID-19 pandemic, even as wildfires chased visitors from the island of Rhodes and affected other areas this summer. The number of inbound visitors from January through July was up 21.9% to 16.2 million compared with a year ago, according to the Bank of Greece. Revenue was up just over 20%, to 10.3 billion euros (\$10.8 billion).

The app, called “Chronos” after the mythological king of the Titans and Greek word for “time,” uses augmented reality to place the ancient impression of the site onto the screen, matching the real-world view as you walk around.

AR is reaching consumers after a long wait and is set to affect a huge range of professional and leisure activities.

Medical surgery, military training and specialized machine repair as well as retail and live event experiences are all in the sights of big tech companies betting on a lucrative future in immersive services. Tech giant like Meta and Apple are pushing into VR headsets that can cost thousands of dollars.

The high price tag will keep the cellphone as the main AR delivery platform to consumers for some time, said Maria Engberg, co-author of the book "Reality Media" on augmented and virtual reality.

She says services for travelers will soon offer a better integrated experience, allowing for more sharing options on tours and overlaying archive photos and videos.

"AR and VR have been lagging behind other kinds of things like games and movies that we're consuming digitally," said Engberg, an associate professor of computer science and media technology at Malmo University in Sweden.

"I think we will see really interesting customer experiences in the next few years as more content from museums and archives becomes digitized," she said.

Greece's Culture Ministry and national tourism authority are late but enthusiastic converts to technology. The popular video game Assassin's Creed Odyssey, which allows players to roam ancient Athens, was used to attract young travelers from China to Greece with a state-organized photo contest.

Microsoft partnered with the Culture Ministry two years ago to launch an immersive digital tour at ancient Olympia, birthplace of the Olympic Games in southern Greece.











Image: Eran Menashri



Culture Minister Lina Mendoni said the innovations would boost accessibility to Greece's ancient monuments, supplementing the recent installation of ramps and anti-slip pathways.

"Accessibility is extending to the digital space," Mendoni said at a preview launch event for the Chronos app in May. "Real visitors and virtual visitors anywhere around the world can share historical knowledge."

Developed by Greek telecoms provider Cosmote, the free app's designers say they hope to build on existing features that include an artificial intelligence-powered virtual guide, Clio.

"As technologies and networks advance, with better bandwidth and lower latencies, mobile devices will be able to download even higher-quality content," said Panayiotis Gabrielides, a senior official at the telecom company involved in the project.

Virtual reconstructions using Chronos also cover three other monuments at the Acropolis, an adjacent Roman theater and parts of the Acropolis Museum built at the foot of the rock.



MACX DVD RIPPER PRO

Convert any DVD Movies to Videos in 5 Minutes

[Learn More >>](#)



- 🕒 Convert all old and new DVD movies to MP4, MOV.
- 📱 Convert DVD to all iPhone, iPad, Apple TV, Android, etc.
- 🔑 Bypass DVD copy protections of all types of DVDs.
- ✂️ Edit, cut, crop, merge video, add subtitle to video.
- 🚀 No.1 fast speed, no quality loss thanks to GPU acceleration.

Buy Full Version

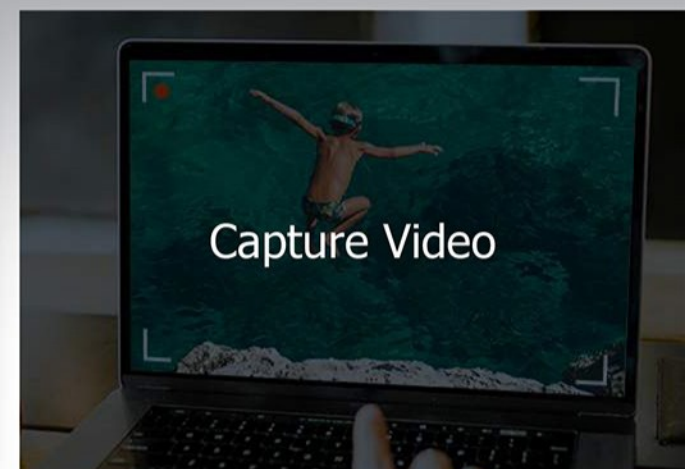
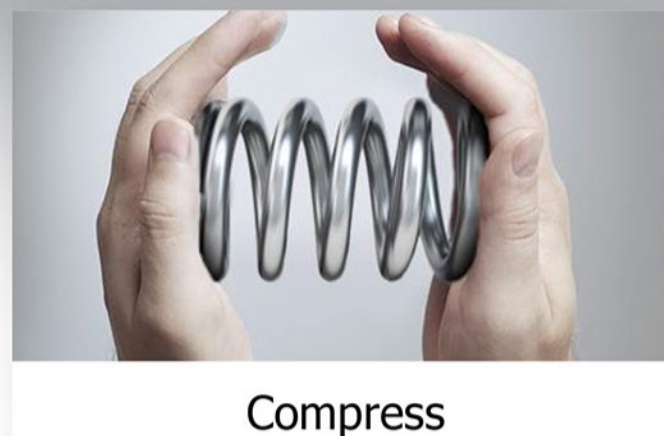
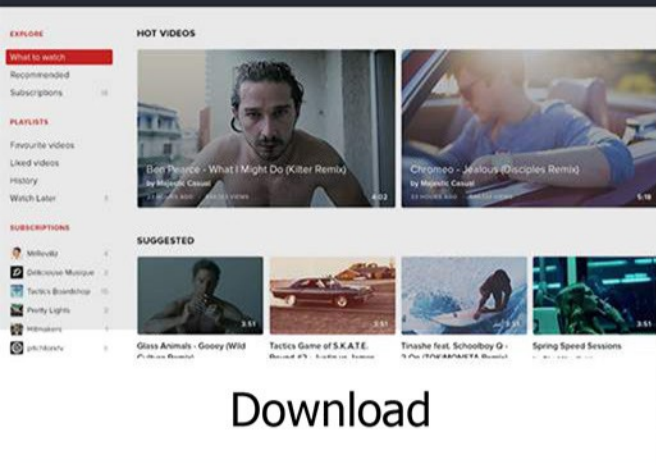
~~\$67.95~~ **for only \$29.95**



MACX VIDEO CONVERTER PRO

The Fastest Tool to Convert, Resize, Cut, Download 4K, HD Videos.

[Learn More >>](#)



- 🔄 Convert 4K/HD videos to MP4, MOV for Apple, Android
- ⬇️ Download videos from YouTube and 1000+ sites
- ⚡ Compress video file size without quality loss
- ✂️ Edit video clips with a few clicks
- 🚀 GPU acceleration tech, no. 1 fast speed.

Buy Full Version
\$59.95 **for only \$29.95**



A close-up, low-angle shot of the front left corner of a red Tesla Model 3. The car's headlight is illuminated, showing a bright white light signature. The red paint of the car is highly reflective and glossy. The background is a solid black, creating a high-contrast, dramatic effect.

New Model 3

2024 TESLA DRIVING FORWARD WITH
FINE STYLE & INNOVATIVE CHANGES

Since its debut, the Tesla Model 3 has been a revelation in the EV market, setting new standards for what consumers can expect from an electric saloon. Tesla is now set to launch a revamped version of this groundbreaking vehicle, which promises many improvements, including a longer range, updated styling, a redesigned interior, and an accessible price tag.









STUNNING DESIGN

While the basic silhouette of the Tesla Model 3 remains largely the same, the **new 2024 facelift brings several aesthetic improvements that are hard to ignore.** The most noticeable change is in the headlights. The new, slimmer design resembles those on the Tesla Roadster, adding a touch of sportiness to this family saloon. The front bumper has also been streamlined. Gone are the separate fog lights and multiple vents, replaced by a sleeker, more aerodynamic design that gives the car a more aggressive appearance. The side profile of the car remains essentially unchanged, preserving the Model 3's iconic look. However, **Tesla has introduced new alloy wheels** to give customers more options. The standard 18-inch wheels come with a new design, and for those looking for something a bit more flashy, 19-inch alloys are available as an option.

Tesla has also **expanded the color palette for the Model 3.** Two new paint schemes—a dark red and a stealthy grey—have been added. These colors offer more choices and align with current automotive color trends, adding a contemporary touch. At the rear, the car features one-piece lights, replacing the split design of the previous model. The rear bumper has also been redesigned, featuring fewer vents and a cleaner look. In a departure from the previous design, the Tesla badge has been replaced by the brand name spelled out, **aligning with the design language seen in Tesla's newer models like the Model Y.**









MINIMALISM MEETS MODERNITY

The interior of the new Model 3 retains its minimalist ethos but adds several new features to enhance user experience. The dashboard has been redesigned, but it continues to be dominated by the large central touchscreen that controls most of the car's functions. A new LED strip runs the width of the car beneath the windscreen, adding a touch of ambient lighting that enhances the cabin's atmosphere. A trim panel has also been introduced, which can be personalized with different colors, allowing owners to add their spin to their cars. The **15.0-inch touchscreen remains the same size but comes with significant improvements.** It's brighter, more responsive, and offers better resolution, making for a more engaging user experience. The software also sees some updates, although Tesla still needs to release detailed information about new functionalities. Tesla doesn't offer **Apple**











CarPlay or Android Auto and instead relies on its in-house interface, but there are some hacks that can be implemented if you want to **get your hands on CarPlay functionality in your next Tesla Model 3 car.** In a move that aligns with the new Tesla Model S, the Model 3 has eliminated the traditional steering column stalks. The controls for indicators, wipers, and other functions have been integrated into a redesigned steering wheel, which now features haptic buttons. The center console has also been updated, offering more storage space and ergonomic design.

MORE MILES, THE SAME ENERGY

Despite retaining the same battery packs—57.5kWh for the standard model and 75kWh for the Long Range—the **new Model 3 boasts a significant improvement in efficiency and range.** This is partly due to aerodynamic tweaks that have reduced drag, and partly due to new, specially designed tires. The rear-wheel-drive model now offers a range of 346 miles, up from the previous 305, while the Long Range version promises an impressive 423 miles, a 49-mile improvement over the previous model. The motors in the new Model 3 remain unchanged, offering 279hp for the single-motor version and 351hp for the dual-motor Long Range model. However, the 0-60mph times have slightly increased, likely due to the added weight from new technology and sound insulation. While these minor changes are worth noting for those who prioritize performance metrics.

The Model 3 has always been known for its comfortable and stable ride, but Tesla has gone





further with the new model. The **suspension system has been fine-tuned** to improve comfort, featuring new springs and dampers. Tesla has also updated how the subframe attaches to the car, enhancing stability and ride quality. Tesla has also focused on improving the interior comfort of the new Model 3. The materials used in the interior have been upgraded to reduce noise, and additional sound insulation has been added. Acoustic glass has been used for all windows, **further reducing noise levels inside the cabin.**



The Tesla Model 3 facelift is not a radical departure from its predecessor but doesn't need to be. The updates are thoughtful and meaningful, addressing key areas that customers and critics felt needed improvement. Tesla has once again listened to its community, delivering a product that keeps pace with evolving expectations and strengthens its position in the competitive electric vehicle market. Whether you're a Tesla fan or a potential first-time buyer, the new Model 3 offers plenty of reasons to be excited.











With these updates, Tesla continues to push the envelope, setting new standards for what is possible in an electric vehicle. The Model 3 is more than a facelift; it's a statement that Tesla is committed to innovation, listening to customers, and leading the EV revolution.



Run Your Private Cloud Office

All-in-one suite for your business

Make use of ONLYOFFICE online editors integrated with collaboration platform: mail, CRM, projects, calendar and much more.

180-Day Free Trial



GET ONLYOFFICE NOW

ONLYOFFICE by Ascensio System SIA offers a powerful office suite that comprises online editors for text documents, spreadsheets and presentations highly compatible with Microsoft Office and OpenDocument file formats. ONLYOFFICE provides users with multiple editing tools and collaborative features ensuring greater team workflow, and seamless work with complex formatting and objects within your web solution.

100% compatible with MS Office formats

www.onlyoffice.com



ONLYOFFICE

[Products](#) ▾[Brands](#) ▾[Deals](#) ▾[Services](#) ▾[iPhone](#) ▸[iPad](#) ▸[Mac](#) ▸[Apple Watch](#) ▸[AirPods](#) ▸[Beats](#) ▸[Apple TV](#) ▸[Accessories](#) ▸[HomePod](#) ▸

my BEST BUY

Exclusive savings on select Apple products with member pricing.

Plus, get My Best Buy[®] rewards on all Apple products only with the My Best Buy[®] Credit Card.



BOEING DELIVERIES OF NEW JETS DIP AS THE COMPANY AND A KEY SUPPLIER STRUGGLE WITH PRODUCTION FLAWS



Boeing deliveries of new airline jets slumped in the third quarter as the company struggled with production problems that are cutting into its ability to generate cash.

Boeing said this week that it delivered 27 planes in September, including 15 of its best-seller, the 737 Max.

That was far behind European rival Airbus, which delivered 55 planes last month. It brought the Arlington, Virginia, company's quarterly total to 105 deliveries, down from 112 in the same period last year.

Boeing gets the largest share of the purchase price when it delivers planes, so the dip hurts cash flow. The pace of Max deliveries is also falling short of the company's goal of producing 38 new 737s per month.

Production and deliveries of the Max and the 787 Dreamliner have been affected by production flaws, notably at Spirit AeroSystems, which builds the fuselages for many Boeing planes. In the most recent example, the companies said in August that improperly drilled fastener holes would delay deliveries of 737s.

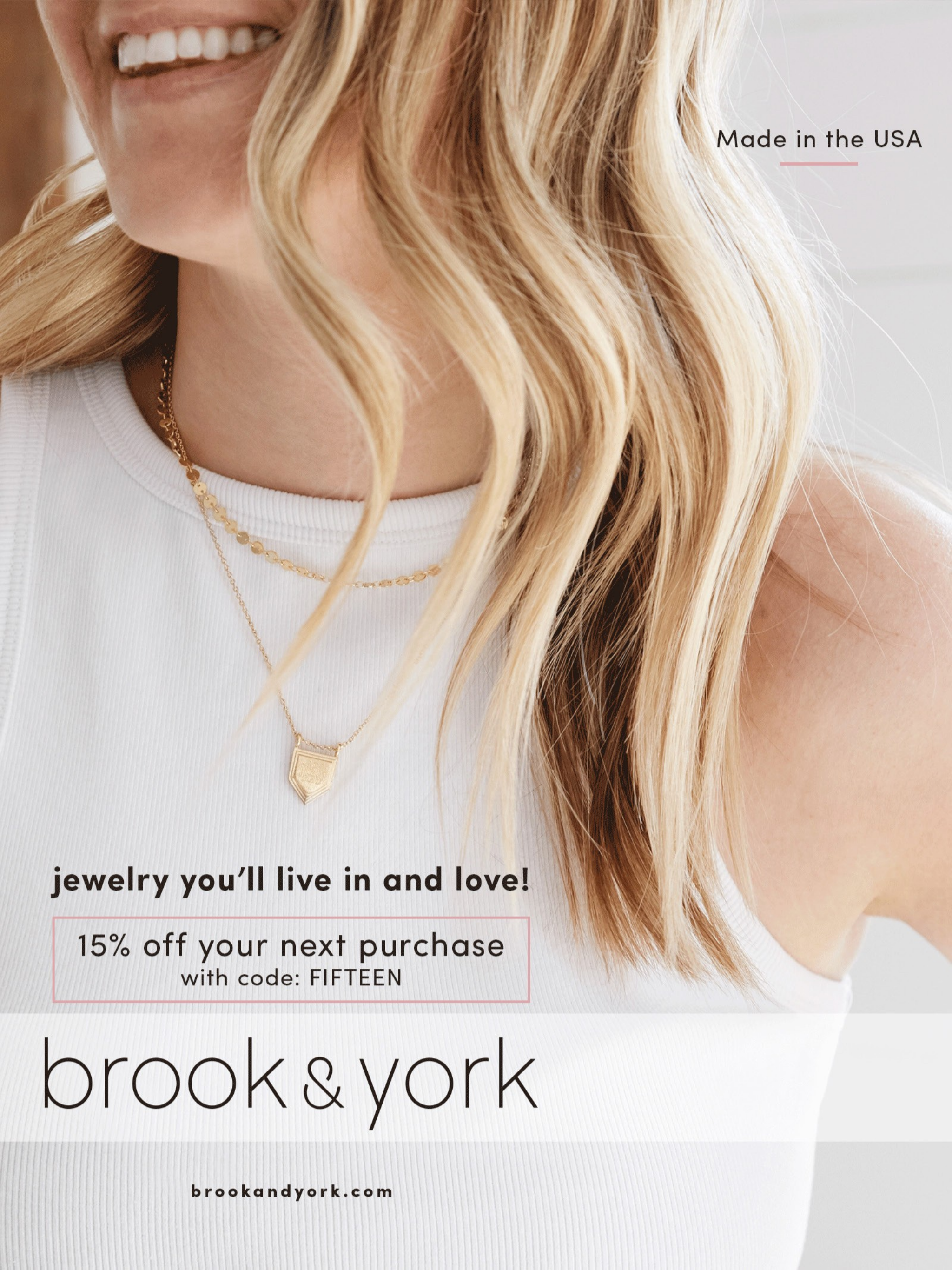
Despite the production stumbles, strong demand from airlines such as United continued to bolster orders for new Boeing jets. The company said that after cancellations it received orders for 214 planes in September.

Boeing's orders beat Airbus, which said that it took 23 net new orders in September.

Boeing is scheduled to report third-quarter financial results on Oct. 25.







Made in the USA

jewelry you'll live in and love!

15% off your next purchase
with code: FIFTEEN

brook & york

brookandyork.com

fromyouflowers.com

20% OFF SITEWIDE »

All gifts eligible for no contact delivery.



SCHOOLS' PANDEMIC SPENDING BOOSTED TECH COMPANIES. DID IT HELP US STUDENTS?

As soon as the federal pandemic relief started arriving at America's schools, so did the relentless calls.

Tech companies by the dozens wanted a chance to prove their software was what schools needed. Best of all, they often added, it wouldn't take a dime from district budgets: Schools could use their new federal money.

They did, and at a tremendous scale.

Analysis of public records found many of the largest school systems spent tens of millions



D6 4.1 #1,2,3

- Get Chromebooks
- Go to Google classroom
 - Use this to sign in
 - "Get New" with Google
- Pick Numbers and Operations «OR»
- Choose assignments and choose «Measurement and Data»

Backpacks
↓

Backpacks
↓

602

DURANT
35



PADCA
Where Mobile Video Meets

text
PADCASTER
which allows you
of the speed and

- Project Based Learning
- Morning Announcements
- Digital Storytelling, Green Screen
- Flipped Learning
- STE(A)M
- Live Streaming
- Student News
- Clubs
- Distance Learning

www.padca
@padca



of dollars in pandemic money on software and services from tech companies, including licenses for apps, games and tutoring websites.

Schools, however, have little or no evidence the programs helped students. Some of the new software was rarely used.

The full scope of spending is unknown because the aid came with few reporting requirements. Congress gave schools a record \$190 billion but didn't require them to publicly report individual purchases.

The AP asked the nation's 30 largest school districts for contracts funded by federal pandemic aid. About half provided records illuminating an array of software and technology, collectively called "edtech." Others didn't respond or demanded fees for producing the records totaling thousands of dollars.

Clark County schools in the Las Vegas area, for one, signed contracts worth at least \$70 million over two years with 12 education technology consultants and companies. They include Achieve3000 (for a suite of learning apps), Age of Learning (for math and reading acceleration), Paper (for virtual tutoring) and Renaissance Learning (for learning apps Freckle and MyON).

The pandemic sparked a boom for tech companies as schools went online. Revenue skyrocketed and investors poured billions into startups.

At the same time, new marketing technology made it easier for companies to get school officials' attention, said Chris Ryan, who left a career in edtech to help districts use technology effectively. Equipped with automated sales tools, marketers bombarded teachers

and school leaders with calls, emails and targeted ads.

“It’s probably predatory, but at the same time, schools were looking for solutions, so the doors were open,” Ryan said.

At the school offices in rural Nekoosa, Wisconsin, the calls and emails made their way to business manager Lynn Knight.

“I understand that they have a job to do, but when money is available, it’s like a vampire smelling blood,” she said. “It’s unbelievable how many calls we got.”

The spending fed an industry in which research and evidence are scarce.

“That money went to a wide variety of products and services, but it was not distributed on the basis of merit or equity or evidence,” said Bart Epstein, founder and former CEO of EdTech Evidence Exchange, a nonprofit that helps schools make the most of their technology. “It was distributed almost entirely on the strength of marketing, branding and relationships.”

Many schools bought software to communicate with parents and teach students remotely. But some of the biggest contracts went to companies that promised to help kids catch up on learning.

Clark County schools spent more than \$7 million on Achieve3000 apps. Some were widely used, such as literacy app Smarty Ants for young students.

Others were not. Less than half of elementary school students used Freckle, a math app that cost the district \$2 million. When they did use it, sessions averaged less than five minutes.









The district declined an interview request.

Some Las Vegas parents say software shouldn't be a priority in a district with issues including aging buildings and more than 1,100 teacher vacancies.

"What's the point of having all this software in place when you don't even have a teacher to teach the class? It doesn't make sense," said Lorena Rojas, who has two teens in the district.

Education technology accounts for a relatively small piece of pandemic spending. Tech contracts released by Clark County amount to about 6% of its \$1.2 billion in federal relief money. But nearly all schools spent some money on technology.

As districts spend the last of their pandemic aid, there is no consensus on how well the investments paid off.

The company Edmentum says Clark County students who used one of its programs did better on standardized tests. But a study of a ThinkCERCA literacy program found it had no impact on scores.

A team of international researchers reported in September that edtech has generally failed to live up to its potential. With little regulation, companies have few incentives to prove their products work, according to the researchers at Harvard and universities in Norway and Germany.

The federal government has done little to intervene.

The Education Department urges schools to use technology with a proven track record and offers a rating system to assess a product's evidence.

The lowest tier is a relatively easy target: Companies must “demonstrate a rationale” for the product, with plans to study its effectiveness. Yet studies find the vast majority of popular products fail to hit even that mark.

“There has never been anything close to a proper accounting of what has been spent on or how it was deployed,” Epstein said. “You can call it mismanagement, you can call it a lack of oversight, you can call it a crisis. There was a lot of it.”

Epstein has called for more federal regulation.

“Some companies sold hundreds of thousands, even millions of dollars in products that they could see were barely ever being used,” the nonprofit CEO said.

In Louisville, Kentucky, education technology contracts totaled more than \$30 million. The Jefferson County district signed contracts with online tutoring companies Paper and FEV for a combined \$7.7 million. Millions more went to companies such as Edmentum and ThinkCERCA for software to supplement classroom teaching.

Jefferson County declined an interview request, saying most of the contracts were approved by officials who have left. Asked for records evaluating the use and effectiveness of the purchases, the district said it had none.

The district said it is using this year as “a fresh start.”

“We will be compiling baseline data and the new academic leadership team will be analyzing it to determine the impact these programs are having on student learning,” a district statement said.



A photograph of a modern building with a grid of windows. In the foreground, a green sign with white text is visible. The sign reads "DEPARTMENT OF EDUCATION" and "L BUILDING 6". The building has a light-colored facade and many windows. Some windows have small yellow signs. A tree with green leaves is on the right side of the image. The sign is mounted on a metal frame.

DEPARTMENT OF
EDUCATION
L BUILDING 6

In Maryland's Prince George's County, curriculum director Kia McDaniel spent hours sifting through pitches. Her team tried to focus on software backed by independent research, but for many products that doesn't exist.

Often, she said, "we really did depend on the results that the sales team or the research team said that the product could deliver."

Students made gains using some apps, but others didn't catch on. The district paid \$1.4 million for learning support from IXL Learning, but few students used it. Another contract for online tutoring also failed to generate student interest.

The district plans to pull back contracts that didn't work and expand those that did.

Even before the pandemic, there was evidence that schools struggled to manage technology. A 2019 study by education technology company Glimpse K 12 found, on average, schools let 67% of their educational software licenses go unused.

Ryan, the former edtech marketer, said that at the end of the day, no technology can guarantee results.

"It's like the Wild West, figuring this out," he said. "And if you take a huge step back, what really works is direct instruction with a kid."



A large, multi-tiered stone sign for the Clark County School District Administrative Center. The sign is light-colored and features bold, black, sans-serif text. It is set against a backdrop of palm trees and a clear blue sky. The sign is surrounded by a bed of reddish-brown rocks and a concrete sidewalk.

Clark County School District

Administrative Center

5100 W. SAHARA



Chat with a
Mac Support
Specialist in
minutes, 24/7

Ask an Apple tech now



P L U S H B E D S

C A L I F O R N I A

SHOP NOW



THE FUTURE OF ELECTRIC VEHICLES LOOMS OVER NEGOTIATIONS IN THE US AUTOWORKERS STRIKE

On the picket lines at a Ford factory west of Detroit, many striking workers don't think the electric vehicle revolution is coming for their jobs — at least not in the near future.

But just in case, they're backing United Auto Workers President Shawn Fain's quest to unionize EV battery factories at Ford and Jeep maker Stellantis, matching a breakthrough concession made by General Motors last week.

So far, neither Ford nor Stellantis has agreed to the change, which would pull employees at all 10 U.S. battery factories proposed by Detroit









automakers into national contracts with the UAW, all but assuring they'll be unionized.

Fain also wants workers at the plants to make top UAW assembly plant wages, which now are \$32 per hour.

With the UAW strike now in its fourth week, EVs and their potential impact on job security have become central to union negotiations with the automakers. Contract talks are likely to determine whether those plants — mostly joint ventures with South Korean battery companies — are union, which may have long-lasting consequences as the auto industry transforms itself.

"The battery plants are going to be the make-or-break issue," said Sam Abuelsamid, a mobility analyst for Guidehouse Insights. "It's going to be a critical factor for them to get good labor agreements at these plants."

In short, if electric vehicles replace gas-powered ones, most UAW workers at engine and transmission plants will lose their jobs. And if lower-paying battery plants aren't union, workers won't have anywhere to get the same wages and benefits.

Ford and Stellantis thus far don't want to pay top union wages, fearing that will push up their costs over Tesla and other competitors with nonunion battery plants mainly in the U.S. South. That could make Detroit's EVs more expensive and harder to sell.

The issue, festering for months behind pay and cost-of-living increases, restoration of retirement benefits for new hires and even a 32-hour workweek, became huge when GM agreed to unionization.

Stellantis didn't comment directly on GM's move, but Ford said workers will have to choose once they are hired at plants that haven't been built yet. Although Ford said it's willing to work with the union, the company said it's investing billions in battery plants that have to operate "at sustainably competitive levels."

Last month, Ford CEO Jim Farley accused the union of using the battery plant issue to hold a potential contract agreement hostage. Ford has decided to locate three of its four proposed battery plants in Kentucky and Tennessee, states where workers and politicians could be more hostile to the UAW. The company has put on hold a fourth plant to be built in Michigan by Ford itself.

Before GM changed its stance, the automakers said they have South Korean joint venture partners at nine of 10 battery factories, and those partners have to be at the bargaining table.

Automakers are telling workers their jobs are secure, but the union doesn't see that in the transition to electric vehicles, Fain said. Instead, the companies want to pay "poverty wages" at the new plants and drive down pay in the industry, he said.

"It's really hard to envision a future for us where we have no piece of the battery," said Fain, adding that 20% — almost 30,000 — of the union's 146,000 members at the Detroit Three now work in factories that make internal combustion engines and transmissions.

Farley and other auto executives have said that because EVs have fewer moving parts, they will require 30% to 40% fewer workers to assemble









than gasoline vehicles. But GM CEO Mary Barra insists there will be enough work to bring everyone along.

A study by Carnegie Mellon University backs her up, in part, finding that it will take more labor to build electric vehicle batteries, motors and drivelines than engines and transmissions for combustion engine vehicles.

On the picket line at the Ford plant in Wayne, Michigan, where Bronco SUVs and Ranger pickups are made, workers questioned whether people would buy EVs because of their limited travel range and lack of charging stations. But they also see a future where buyers could switch, and they think wages at the battery plants should match what they make.

“They’re part of Ford and should be unionized as well,” said Chris Jedrzejek, who has worked for the company 23 years. “I’m sure that Ford would rather not have their battery plants unionized, but with the actions of GM, they set the precedent.”

He doesn’t believe the company line that higher-wage union battery plants would make Detroit’s EVs too pricey. The pay at nonunion Toyota assembly plants, for instance, is similar to the top wage of UAW workers, he said, although Jedrzejek concedes that many Ford workers have better benefits such as pensions.

“I think it’s just a bunch of rhetoric just to try to scare us into signing a bad deal,” he said.

Worker Todd Lauerman, who has been with Ford a dozen years, said making the battery plants union is crucial because fewer workers may be needed to build EVs, and the issue has

to be settled this year because if the plants start running and aren't union, "it's going to be a lot harder to get it in the next contract."

It's likely GM agreed to unionize its four U.S. battery plants because workers probably would have voted for the union anyway, Abuelsamid said. The UAW, he said, will use this to try to organize other Korean-owned battery plants.

One GM plant in northeastern Ohio already has voted for the UAW, two more are right next to GM assembly plants in Tennessee and Michigan, and the fourth is near South Bend, Indiana, not far from other GM factories.

"They may have thought they were going to get unionized one way or another, let's just get it done," said Harry Katz, a professor of collective bargaining at Cornell University.

Stellantis' staying quiet may mean it's willing to work a deal, but Ford's public statements so far indicate it will fight bringing its plants into the national UAW contract.

Katz, though, thinks Ford will eventually have to agree to the template set by GM. "On a matter of principle like this, I don't see them agreeing to anything other than the pattern," he said.

Without organizing the battery plants, union wins on wages and benefits could be only temporary because membership would decline if the battery factories are nonunion, said Marick Masters, a business professor at Wayne State University.

"It could turn out to be a Pyrrhic victory if inroads aren't also carved out at the nonunionized factories that will play a pivotal role in the industry's future," Masters said.





FOUNDER OF JOBY AVIATION SAYS ELECTRIC AIR TAXIS WILL BE IN SERVICE IN 2025









The notion that hundreds or even thousands of electric-powered air taxis could be whisking people over jammed roads is inching away from science fiction and closer to reality.

Battery technology is improving enough for eVTOLs – short for electric vertical takeoffs and landings, the name given to these aircraft that can act like helicopters near the ground but fly like small planes. The bigger question may be whether there is a profitable business in producing them.

Joe Ben Bevirt is an evangelist for the new industry and the founder and CEO of Joby Aviation Inc., which delivered its first eVTOL to the Air Force last month. Bevirt insists that his Santa Cruz, California-based company, whose largest shareholder is Toyota (11%), can meet an ambitious target of entering commercial air taxi service in 2025.

Like other eVTOL startups, Joby is losing money — more than \$400 million in 2021-2022. Analysts don't know when, if ever, it will be profitable.

His comments have been edited for length and clarity.

Q. WHY EVTOLS? WE'VE ALREADY GOT HELICOPTERS.

A. This has been my dream since I was a little boy. I wanted a better way for people to be able to get from A to B. In college (in 1993 at the University of California, Davis) I became convinced that electric propulsion was the way to make these aircraft sufficiently quiet, but at that point batteries didn't have the specific energy we needed. I came back to it 15 years

ago and founded Joby Aviation once batteries had matured.

Q. YOU FOUNDED JOBY IN 2009. WHAT WERE YOUR GOALS?

A. The first was to build an aircraft that was dramatically safer, was dramatically quieter, and that had operating economics that would make this a viable daily mode of transportation. And we're very, very pleased with the progress we've made on delivering on those metrics.

Q. ARE PEOPLE EVENTUALLY GOING TO OWN THESE AND PARK THEM AT THEIR HOME?

A. I would like to see this be a mode of transportation that's accessible for people to use for a large percentage of the trips that they take. The progression from something that you're using occasionally -- like you would use a taxi -- to something that's more and more regular, we'll see how long that takes. I actually think it's better to have a shared model where you're able to increase utilization. And you don't have a capital asset that's tied up for just a single user.

Q. SO CONSUMERS AREN'T GOING TO BE RESPONSIBLE FOR MAINTAINING AN AIRCRAFT?

A. That's one of the beautiful things about the air taxi model. You can think about it similarly to when you hail a taxi or an Uber. Your goal is to get from A to B. As the operator, Joby's role is to get you there as quickly and conveniently as possible.









Q. YOU PLAN TO START WITH DEDICATED LANDING AREAS. COULD THESE EVENTUALLY TAKE OFF AND LAND IN NEIGHBORHOODS?

A. This is something we've worked on and has been a passion of mine since the very founding of the company — making an aircraft which is quiet enough to fit in the places where people want to go, something that sounds more like a whoosh that blends in the background than the whop-whop of a helicopter or the high-pitched whine that people associate with a drone or a small airplane. At 1,000 feet it is less than 45 decibels, so it's below the background noise level of most cities.

Q. WHEN THESE GO INTO SERVICE, HOW MUCH IS A RIDE GOING TO COST?

A. Moving from maybe a little north of \$5 a mile down below \$5 a mile over the launch period.

Q. HOW IS THAT POSSIBLE, AND DON'T EVTOLS HAVE TO GET BIGGER TO BRING DOWN THE PER-PASSENGER COST?

A. It really comes down to utilization. The more of the seats that you're selling, the lower the cost per passenger, and the more hours per day the aircraft is flying, the lower the cost per passenger. (That will require making) the takeoff and landing locations and the overall experience compelling enough that we're seeing a significant volume of people using it many hours per day.

Q. YOU DELIVERED YOUR FIRST AIRCRAFT TO AIR FORCE. WHAT WILL YOU LEARN FROM HOW THE AIR FORCE USES IT?

A. The first piece is on pilot training. We're going to need to bring on large numbers of pilots, so building up that capability and those processes are really valuable. The next piece that we've also accomplished is building the infrastructure. And then the next piece is on the operations and building up the cadence, just getting good at operating the aircraft on a regular basis.

Q. WILL THIS HELP WITH YOUR EFFORT TO GET FEDERAL AVIATION ADMINISTRATION CERTIFICATION FOR COMMERCIAL USE?

A. There will certainly be valuable learnings and the operational experience, the feedback from the Air Force pilots to the FAA flight-test pilots.

Q. YOU'RE IN THE THIRD OF FIVE PHASES OF FAA CERTIFICATION. HOW IS THAT GOING?

A. We have submitted all of our area-specific certification plans on stage three, and the FAA is making fantastic progress on approving those. Once those get approved it unlocks a big chunk of work that we're able to submit to the FAA in preparation for stage four.

Q. WHAT IS THE BIGGEST HURDLE YOU FACE TO GETTING CERTIFICATION?

A. The big hurdle that lies between here and the finish line is a mountain of work of testing every single component and system for credit, whether that's environmental testing









or structural testing. We're making fantastic progress on it. We're knocking them down one by one, but there is lots and lots of work to do.

Q. CAN YOU GET FULLY CERTIFIED AND LAUNCH COMMERCIAL SERVICE IN 2025?

A. Our goal is absolutely still to achieve commercial service in 2025, and given the progress we're making on certification and the progress we're making on the manufacturing front, we're excited to just be day after day knocking down the milestones.

Q. SO YOU'RE SAYING SOMETIME IN 2025 IS STILL DOABLE?

A. For our commercial service? Yes.

Q. LAST YEAR ONE OF YOUR (PILOTLESS) PROTOTYPE AIRCRAFT CRASHED IN CALIFORNIA. HAS THAT CHANGED ANYTHING IN YOUR DESIGN?

A. That is still in an ongoing investigation with the NTSB (National Transportation Safety Board), and so I can't comment on it, but I can say that we are extremely confident in the design of our aircraft.

Q. JOBY ANNOUNCED IN SEPTEMBER THAT YOU'RE GOING TO BUILD A \$500 MILLION PRODUCTION FACILITY IN DAYTON, OHIO, WITH UP TO \$325 MILLION IN STATE AND LOCAL INCENTIVES. WHY THERE?

A. It's really exciting -- the birthplace of aviation. Dayton specifically is where the Wright brothers got going, and it has an incredible



aviation heritage. You've got Wright-Patterson Air Force Base, which is the home of the Air Force Research Laboratory and AFWERX (the Air Force's technology-innovation program). Ohio is the largest supplier of parts for Boeing and Airbus, so there's a deep manufacturing bench there.

Q. YOU'VE BEEN INVOLVED WITH A SERIES OF TECHNOLOGY COMPANIES. ANY PLANS BEYOND JOBY?

A. I'm very passionate about sustainable aviation and am very excited about what electric ... propulsion can mean for aviation sustainability writ large.



**ELIGIBLE
ELECTRIC AND
PLUG-IN VEHICLE
BUYERS WILL GET
US TAX CREDITS
IMMEDIATELY
IN 2024**









Starting next year, people who want to buy a new or used electric or plug-in hybrid vehicle will be able to get U.S. government income tax credits at the time of purchase.

Eligible buyers, including those that bought an EV or hybrid this year, have had to wait until they filed their federal income tax returns to actually get the benefits.

The Treasury Department says the near-instant credits of \$7,500 for an eligible new vehicle and \$4,000 for a qualifying used vehicle should lower purchasing costs for consumers and help car dealers by boosting EV sales.

Under the Inflation Reduction Act, which included the credits, buyers can transfer the credits to dealers, which can apply them at the point of sale starting Jan. 1.

Plus, the government says people can get the full credits from dealers regardless of how much they owe in federal taxes.

The vehicles have to qualify under guidelines spelled out in the law, and buyers' incomes have to fall below limits.

Dealers have to hold state or local licenses in order to offer the credits, and they must register on an Internal Revenue Service website. After dealers turn in the sales paperwork, dealers can expect to get payments from the government within about 72 hours, officials said.

To be eligible, electric vehicles or plug-ins have to be manufactured in North America. SUVs, vans and trucks can't have a sticker price greater than \$80,000, while cars can't sticker for more than \$55,000.





Used electric vehicles can't have a sale price of more than \$25,000.

There also are income limits for buyers set up to stop wealthier people from getting the credits. Buyers cannot have an adjusted gross annual income above \$150,000 if single, \$300,000 if filing jointly and \$225,000 if head of a household.

To qualify, buyers have to be below the income limits either in the year of purchase or the prior year. If their income exceeds the limits both years and they took the credits, they'll have to repay them when they file their income tax returns, the government said.

There also are requirements for battery and component manufacturing that could disqualify some vehicles or make them eligible for only part of the tax credits.

Treasury Department guidelines still have to wind their way through the government regulatory process, including a public comment period.

Sales of new electric vehicles for the first nine months of the year rose 50.9% from the same period a year ago, pushing the EV market share up slightly to 7.5%. U.S. consumers bought 875,798 EVs from January through September.

**“ADDICTIVE”
SOCIAL MEDIA
FEEDS THAT
KEEP CHILDREN
ONLINE TARGETED
BY NEW YORK
LAWMAKERS**







New York would restrict the way online platforms like Instagram and YouTube can collect and share children's personal information and let parents keep their kids from being bombarded by "addictive" feeds from accounts they don't follow, under legislation proposed this week.

The bills offered by state leaders are aimed at protecting young people from features designed to keep them endlessly scrolling, endangering their mental health and development, Attorney General Letitia James said.

"Young New Yorkers are struggling with record levels of anxiety and depression, and social media companies that use addictive features to keep minors on their platforms longer are largely to blame," James said. "This legislation will help tackle the risks of social media affecting our children and protect their privacy."

The regulations sought by James and Gov. Kathy Hochul, both Democrats, are similar to rules already in place in Europe, where violations could incur fines worth a percentage of revenue, which could run into the billions of dollars for wealthy tech companies.

Neither Meta, which owns Facebook and Instagram, nor YouTube immediately responded to requests for comment from those two California-based companies.

One of the bills, the Stop Addictive Feeds Exploitation (SAFE) for Kids Act, would allow parents to opt their kids out of getting feeds curated by an algorithm. Instead it would have them get a chronological feed of content from users they already follow. Algorithms are the automated systems that social media

platforms use to keep users engaged by suggesting content based on the groups, friends, topics and headlines a user has clicked on in the past.

The legislation also would let users block access to social media platforms from midnight to 6 a.m. and limit the hours a child spends on a site.

The second bill, the New York Child Data Protection Act, would prohibit all online sites from collecting, using, sharing, or selling personal data of anyone under 18 years old, unless they receive informed consent or it's otherwise necessary.

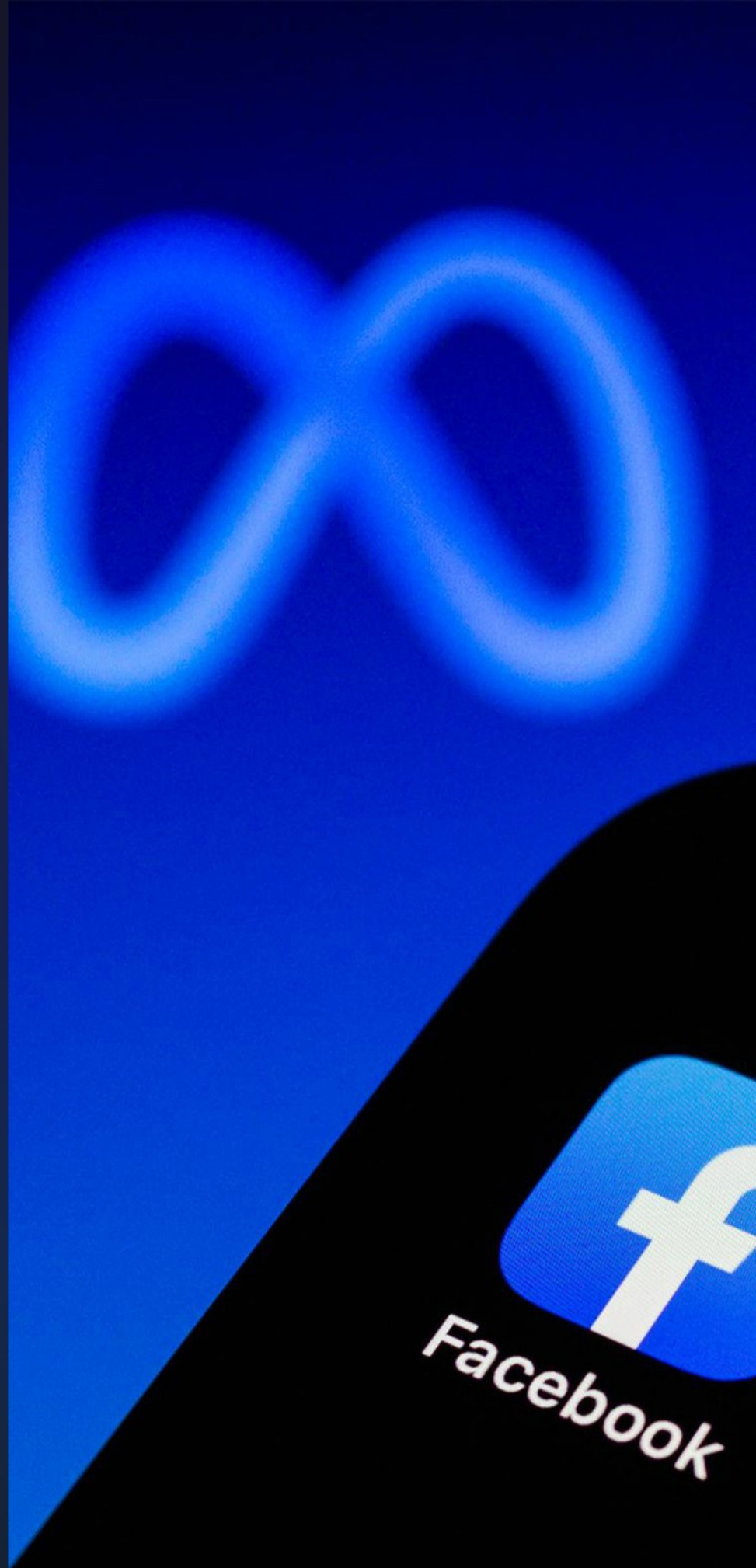
Companies could be fined \$5,000 per violation of either law.

Under new digital rules that came into force this year across the 27-nation European Union, platforms have to give users an alternative to automated systems that recommend videos and posts based on their profiles. Thus Meta, for example, now also allows European users to see chronological Facebook and Instagram posts only from people they follow.

The rules, known as the Digital Services Act, also prohibit platforms from using children's data and online activity to target them with personalized ads.

Another set of rules, the General Data Protection Regulation, or GDPR, provide beefed-up data safeguards and rights for EU residents. Regulators slapped TikTok with a \$366 million fine last month for breaching GDPR by failing to protect children's privacy.

The legislation in New York also follows actions taken by other U.S. states this year to curb social



Meta

10:43



Instagram



WhatsApp







media use among children. In March, Utah became the first state to pass laws that require minors to get parental consent before using social media. The laws also compel companies to verify the ages of all their Utah users, impose a digital curfew for people under 18 and ban ads from being promoted to minors. But experts have noted the new rules, which are set to take effect next year, could be difficult to enforce.

Meanwhile, another state law in Arkansas that would have also required parental consent for children to create social media accounts was put on hold by a federal judge in August.

Aside from issuing new laws, some states also have been taking social media companies to court over a host of issues, including their algorithms and data collection practices. This week, Utah filed a lawsuit against TikTok, alleging the app's addictive algorithm is damaging minors. Arkansas is also suing TikTok and Meta, which owns Facebook and Instagram. Indiana sued TikTok last year claiming the Chinese-owned app misleads users about the level of inappropriate content on the app and the security of their information, but the challenge doesn't appear to be going in the state's favor.

The U.S. Supreme Court is preparing to decide whether state attempts to regulate social media platforms violate the Constitution. The justices will review two laws from Florida and Texas that mostly aim to prevent social platforms from censoring users based on their viewpoints.

STELLANTIS PICKS KOKOMO, INDIANA, FOR ITS SECOND US BATTERY VENTURE WITH SAMSUNG SDI

Jeep maker Stellantis says it will build a second electric vehicle battery factory in Kokomo, Indiana, that will create 1,400 new jobs.

The \$3.2 billion joint venture plant with South Korea's Samsung SDI is to start production early in 2027.

Construction already is underway on the companies' first joint venture factory in Kokomo, which is scheduled to open early in 2025. That \$3.1 billion plant announced in May of 2022 also is expected to create about 1,400 new jobs.



STELL

A large blue banner is shown from a low angle, looking up towards a bright blue sky with scattered white clouds. The banner is secured with metal grommets along its top edge. On the banner, the word 'LANTIS' is printed in a bold, white, sans-serif font. To the left of the text, there is a circular graphic composed of numerous white dots of varying sizes, arranged in a pattern that suggests a globe or a molecular structure. The banner is slightly tilted, and the top right corner is visible against the sky.

LANTIS





The city of Kokomo, which is about 60 miles (97 kilometers) north of Indianapolis, made a compelling case to locate the second factory there, Stellantis Chief Operating Officer for North America Mark Stewart said in a statement this week.

Samsung SDI CEO Yoon-ho Choi said Kokomo will be the company's largest production base for electric vehicle batteries in North America. He says it will help Stellantis accelerate a transition to a new era of EVs.

"Today's commitment from Stellantis and Samsung SDI will double the capital investment, the new jobs created, and the impact this joint venture will have on Kokomo and the state of Indiana for decades to come," Indiana Governor Eric Holcomb said in a statement.

Stellantis, the world's fourth-largest automaker, has announced plans to sell 5 million electric vehicles by 2030, with 50% of its North American passenger car and light truck sales going fully electric by 2030.

Stellantis also plans a joint-venture battery plant across the border in Windsor, Ontario. The company was formed in 2021 with the merger of Fiat Chrysler and France's PSA Peugeot.

Indiana offered an incentive package of up to about \$186.5 million in conditional tax credits, training grants and investments for the first Kokomo battery factory. The money would offset the costs of the plant's infrastructure, the Indiana Economic Development Corporation said.

In 2021 the company announced plans to spend nearly \$230 million to retool three Kokomo-area factories so they can produce transmission

systems that work with both traditional gasoline-powered vehicles and gas-electric hybrid versions.

Eleven U.S. EV battery plants proposed by Detroit automakers have become a central issue in contract talks with the United Auto Workers that have led to 3-week-old strikes against the companies.

Union President Shawn Fain wants the 11 plants proposed by Stellantis, Ford and General Motors to be represented by the union and for workers there to make top assembly plant wages because they're the future of the auto industry.

Most of the plants are joint ventures with South Korean battery makers.

Last week General Motors made a breakthrough concession by agreeing to pull its three joint venture plants into the union's national contract with the automaker, essentially agreeing to unionize them.

So far, neither Ford nor Stellantis has agreed to the change. The companies have said they don't want to increase their battery costs to the point where their electric vehicles have to be priced higher than Tesla or foreign automakers with U.S. factories.







'RING OF FIRE' SOLAR ECLIPSE WILL SLICE ACROSS AMERICAS ON SATURDAY WITH MILLIONS ALONG PATH

Tens of millions in the Americas will have front-row seats for Saturday's rare "ring of fire" eclipse of the sun.

What's called an annular solar eclipse — better known as a ring of fire — will briefly dim the skies over parts of the western U.S. and Central and South America.

As the moon lines up precisely between Earth and the sun, it will blot out all but the sun's outer rim. A bright, blazing border will appear around the moon for as much as five minutes, wowing skygazers along a narrow path stretching from Oregon to Brazil.

The celestial showstopper will yield a partial eclipse across the rest of the Western Hemisphere.

It's a prelude to the total solar eclipse that will sweep across Mexico, the eastern half of the U.S. and Canada, in six months. Unlike Saturday, when the moon is too far from Earth to completely cover the sun from our perspective, the moon will be at the perfect distance on April 8, 2024.

Here's what you need to know about the ring of fire eclipse, where you can see it and how to protect your eyes:

WHAT'S THE PATH OF THE RING OF FIRE ECLIPSE?

The eclipse will carve out a swath about 130 miles (210 kilometers) wide, starting in the North Pacific and entering the U.S. over Oregon around 8 a.m. PDT Saturday. It will culminate in the ring of fire a little over an hour later. From Oregon, the eclipse will head downward across Nevada, Utah, New Mexico and Texas,





*The Ring of Fire: 2023 Annular Solar Eclipse
(Official NASA Broadcast)*

encompassing slivers of Idaho, California, Arizona and Colorado, before exiting into the Gulf of Mexico at Corpus Christi. It will take less than an hour for the flaming halo to traverse the U.S.

From there, the ring of fire will cross Mexico's Yucatan Peninsula, Belize, Honduras, Nicaragua, Costa Rica, Panama, Colombia and, finally, Brazil before its grand finale over the Atlantic.

The entire eclipse — from the moment the moon starts to obscure the sun until it's back to normal — will last 2 1/2 to three hours at any given spot. The ring of fire portion lasts from three to five minutes, depending on location.

WHERE CAN THE ECLIPSE BE SEEN?

In the U.S. alone, more than 6.5 million people live along the so-called path of annularity, with another 68 million within 200 miles (322 kilometers), according to NASA's Alex Lockwood, a planetary scientist. "So a few hours' short drive and you can have over 70 million witness this incredible celestial alignment," she said.

At the same time, a crescent-shaped partial eclipse will be visible in every U.S. state, although just barely in Hawaii, provided the skies are clear. Canada, Central America and most of South America, also will see a partial eclipse. The closer to the ring of fire path, the bigger the bite the moon will appear to take out of the sun.

Can't see it? NASA and others will provide a livestream of the eclipse.





HOW TO PROTECT YOUR EYES DURING THE ECLIPSE

Be sure to use safe, certified solar eclipse glasses, Lockwood stressed. Sunglasses aren't enough to prevent eye damage. Proper protection is needed throughout the eclipse, from the initial partial phase to the ring of fire to the final partial phase.

There are other options if you don't have eclipse glasses. You can look indirectly with a pinhole projector that you can make yourself, including one made with a cereal box.

Cameras — including those on cellphones — binoculars, or telescopes need special solar filters mounted at the front end.

SEEING DOUBLE

One patch of Texas near San Antonio will be in the cross-hairs of Saturday's eclipse and next April's, with Kerrville near the center. It's one of the locations hosting NASA's livestream.

"Is the city of Kerrville excited? Absolutely!!!" Mayor Judy Eychner said in an email. "And having NASA here is just icing on the cake!!!"

With Saturday's eclipse coinciding with art, music and river festivals, Eychner expects Kerrville's population of 25,000 to double or even quadruple.

WHERE'S THE TOTAL ECLIPSE IN APRIL?

April's total solar eclipse will crisscross the U.S. in the opposite direction. It will begin in the Pacific and head up through Mexico into Texas, then pass over Oklahoma, Arkansas, Missouri, Illinois, Indiana, Ohio, the northern fringes



Image: Adam Smith



of Pennsylvania and New York, and New England, before cutting across Canada into the North Atlantic at New Brunswick and Newfoundland. Almost all these places missed out during the United States' coast-to-coast total solar eclipse in 2017.

It will be 2039 before another ring of fire is visible in the U.S., and Alaska will be the only state then in the path of totality. And it will be 2046 before another ring of fire crosses into the U.S. Lower 48. That doesn't mean they won't be happening elsewhere: The southernmost tip of South America will get one next October, and Antarctica in 2026.

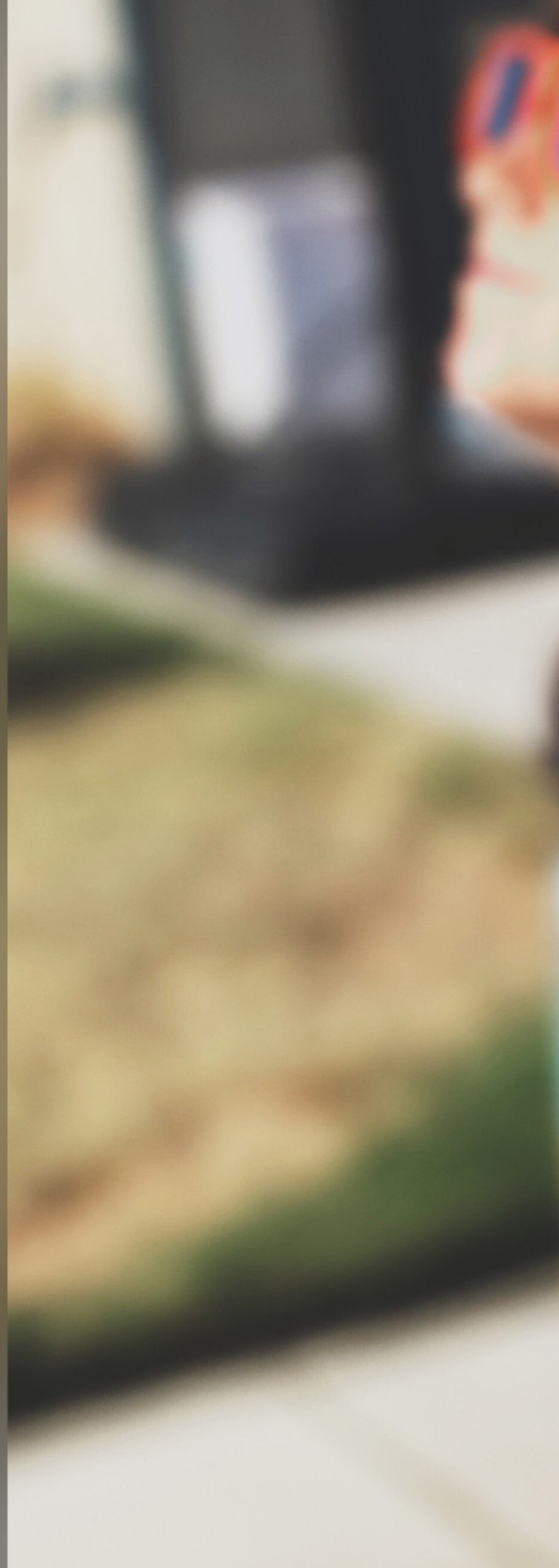
NASA and others plan a slew of observations during both eclipses, with rockets and hundreds of balloons soaring.

"It's going to be absolutely breathtaking for science," said NASA astrophysicist Madhulika Guhathakurta.

Embry-Riddle Aeronautical University's Aroh Barjatya will help launch three NASA-funded sounding rockets from New Mexico's White Sands Missile Range before, during and after Saturday's eclipse. The goal is to see how eclipses set off atmospheric waves in the ionosphere nearly 200 miles (320 kilometers) up that could disrupt communications.

Barjatya will be just outside Saturday's ring of fire. And he'll miss April's full eclipse, while launching rockets from Virginia's Wallops Island.

"But the bittersweet moment of not seeing annularity or totality will certainly be made up by the science return," he said.









AMAZON LAUNCHES TEST SATELLITES FOR ITS PLANNED INTERNET SERVICE TO COMPETE WITH SPACEX



amazon



ATLAS



Amazon launched the first test satellites for its planned internet service as a rival to SpaceX's broadband network.

United Launch Alliance's Atlas V rocket blasted off with the pair of test satellites, kicking off a program that aims to improve global internet coverage with an eventual 3,236 satellites around Earth.

Amazon plans to begin offering service by the end of next year.

Elon Musk's SpaceX has a huge head start over Amazon and its founder Jeff Bezos, who has his own rocket company, Blue Origin.

SpaceX flew its first test Starlink satellites in 2018 and the first operational satellites in 2019. It has since launched more than 5,000 Starlinks from Florida and California, using its own Falcon rockets.

Europe's Eutelsat OneWeb also is launching internet satellites, with around 600 in orbit.

Amazon originally agreed to put the satellites on the debut launch of ULA's Vulcan rocket. But with the Vulcan grounded by problems until at least the end of this year, Amazon switched to the long-established Atlas V.

When licensing the program, the Federal Communications Commission stipulated that at least half of the planned satellites be operating by 2026 and all of them by 2029.

Amazon has reserved 77 launches from ULA, Blue Origin and Europe's Arianespace to get everything up.





IN 'FAIR PLAY,'
A BATTLE OF
THE SEXES ON
WALL STREET

Movies
& TV Shows





Fair Play | Official Trailer | Netflix







The disquieting root of Chloe Domont's slick, feature debut "Fair Play" lies in the face of Luke (Alden Ehrenreich) as he learns that his fiancée Emily (Phoebe Dynevor) has been given the promotion at their Wall Street hedge fund he thought was his.

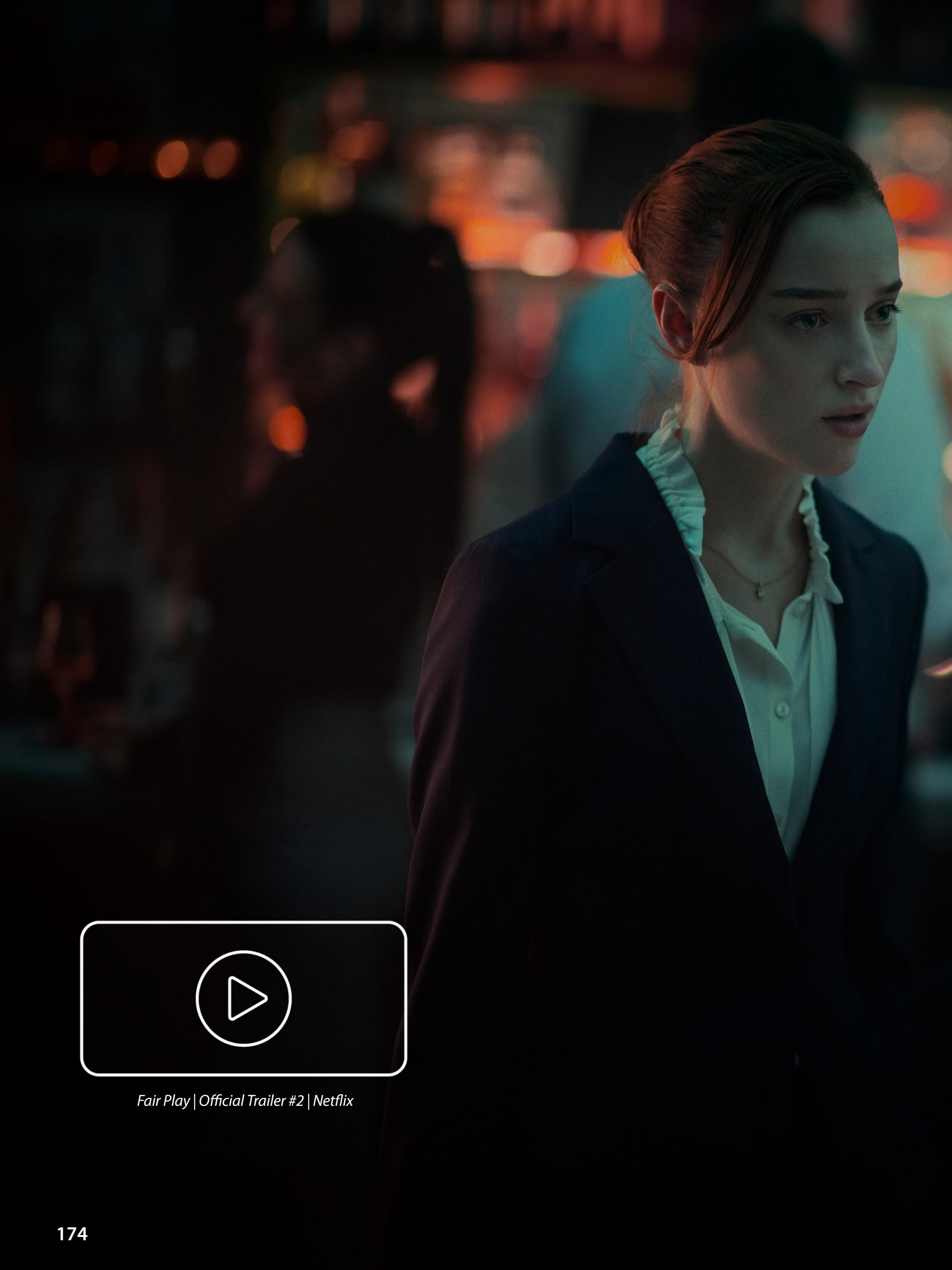
"Congratulations," he says with a grin that looks more like a grimace. "That's amazing."

Ehrenreich, a cunning actor here given a part to chew on, conveys the moment with the just right mix of support for Emily and shattering woundedness. Up to this point, we've seen Emily and Luke as only a swoon-worthy romantic pair deeply in love with one another. In the film's breezy opening moments, they slip away from a party to have sex in a bathroom. After, Luke kneels to propose.

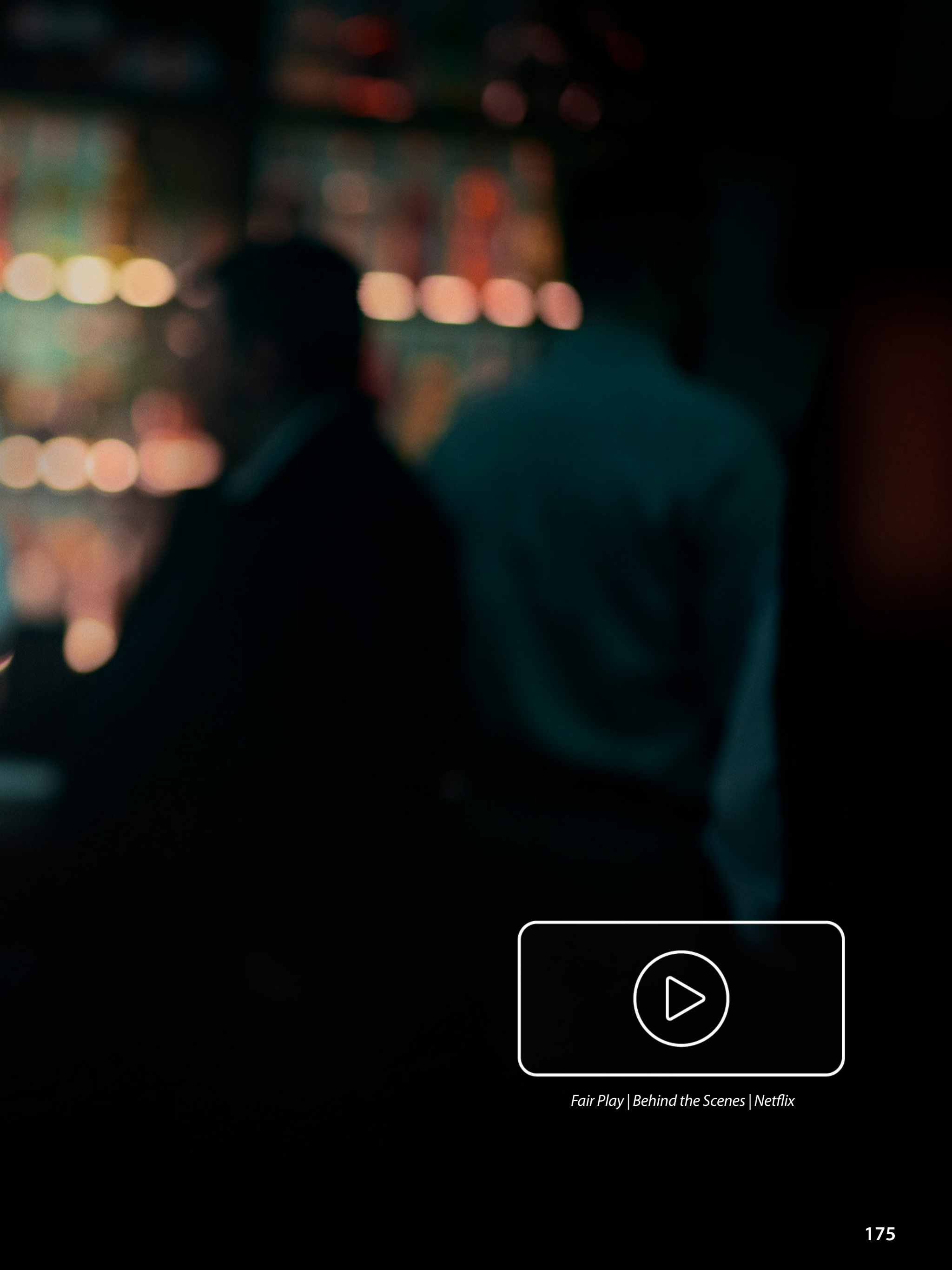
But the engagement ring lies ominously on the counter when both dress in the morning for work in their Chinatown apartment at the same high-powered hedge fund in downtown New York. They've left some inner version of their selves at home; at the office, they must keep their relationship a secret for the sake of company policy and their own career ambitions.

Work-life balance gets more than a little wobbly in "Fair Play," which debuts Friday on Netflix, and so do traditional gender roles. Luke initially puts up a good front, but his alpha male persona (and his libido) takes a beating when Emily's meetings with the sexist boss Campbell (Eddie Marsan) go past midnight and banter around the office turns to his fiancée. In "Fair Play," the supportive male may just be a facade.

Since its hit arrival at the Sundance Film Festival, "Fair Play" has been hailed for reviving the long-



Fair Play | Official Trailer #2 | Netflix



Fair Play | Behind the Scenes | Netflix

dormant-but-often-missed erotic thriller. While there are bits of that in Domont's film, "Fair Play" is neither especially erotic nor much of a thriller. What it is, though, is often gripping battle of the sexes set in a toxic, misogynist corporate world where power and sex are inextricably linked currencies.

The movie is brilliant and breezy at first but sputters just as its catching fire. It may, in fact, be wrong to call this a battle of the sexes — Luke turns out to be not really up for a fight. He transforms into an emasculated and increasingly volatile wreck and "Fair Play" lurches toward a lurid and overcooked third act. For Emily — and surely countless women just like her — "Fair Play" is more of a horror movie, and an accurate one at that.

But for a while, Domont's film is electric thanks to its lead actors. Dynevor is especially terrific playing a woman whose first thought when she's promoted isn't pride for herself but concern for the hurt feelings of Luke.

At its best, "Fair Play" feels like a demented game where everything in high finance comes down to how you project yourself, man or woman. Emily knows when meeting the boss to switch her drink order from a Diet Coke to Macallen 25, neat. It's in sly moments like these that Domont is at her most playful. Double entendres fly. Coming home drunk one night, Emily tries to cajole a tired Luke into sleeping with her. "C'mon," she says, "I'll do all the work."



"Fair Play," a Netflix release, is rated R by the Motion Picture Association of America for pervasive language, sexual content, some nudity, and sexual violence. Running time: 113 minutes. Three stars out of four.







THE AMAZON ANTITRUST LAWSUIT IS LIKELY TO BE A LONG AND ARDUOUS JOURNEY FOR THE FTC

Amazon is heading into one of its biggest sales events of the year — Prime Day — with a lawsuit hanging over its head that accuses it of preventing sellers from hawking their merchandise at lower prices on other sites.

The Federal Trade Commission's long-awaited antitrust case is the agency's most aggressive move yet to tame the market power of Amazon, a company that's become synonymous with online shopping and fast deliveries.

Under chair Lina Khan, the agency hasn't been shy about taking big swings against some of America's biggest companies and testing

the limits of competition law to reverse what many of her supporters see as decades of weak antitrust enforcement. But that approach has also led to some high-profile setbacks, most notably in the FTC's bid to block Microsoft's takeover of Activision Blizzard and Meta's acquisition of the virtual reality startup Within Unlimited. The FTC is appealing the judge's ruling in the Microsoft case.

The Amazon case, which was backed by 17 states, marks a full-circle moment for Khan, who is finally confronting the company she scrutinized in an influential scholarly paper she penned as a Yale Law student. In the paper, which was called "Amazon's Antitrust Paradox" and released in 2017, Khan argued the prevailing way of looking at anticompetitive conduct by the impact it has on prices was insufficient in the modern economy. Instead, she pushed for a more progressive approach that examines how corporate concentration impacts the broader market.







Two years ago, Khan was tapped to lead the FTC by President Joe Biden, whose administration has taken a tougher stance on antitrust enforcement. That same year, Amazon unsuccessfully sought to get her recused from agency probes against the company, arguing she was too biased.

Now, her agency must prove in court both that Amazon is a monopoly and is using its dominance to prevent competition from flourishing in the marketplace.

"If we succeed, competition will be restored and people will benefit from lower prices, greater quality, greater selection as a result," Khan said during a recent call with reporters.

A final decision in Amazon case will likely come years down the road, assuming the lawsuit isn't dropped under a new administration, dismissed by a judge or ends in a settlement akin to the one Amazon reached with European regulators last year. A similar lawsuit filed last year by the state of California is set to go to trial in 2026. The District of Columbia also tried to sue Amazon on antitrust grounds before, but its lawsuit was dismissed by a federal judge last year.

Experts say the FTC faces a few hurdles in its own case, including convincing the court which slice of the market Amazon is allegedly monopolizing.

In the 172-page complaint filed in federal court, the government paints a picture of an institution that strong-arms sellers and exercises monopoly power in what it calls the “online superstore market” and “online marketplace services.” This isn’t the entire U.S. e-commerce sector, of which Amazon is estimated to control about 40%. But rather, the agency is describing the types of single-destination online stores that offer a large array of products, and allows sellers to access a significant number of shoppers.

In a blog post responding to the lawsuit, Amazon General Counsel David Zapolsky accused the FTC of attempting to “gerrymander alleged market” to portray Amazon as something it’s not. He said consumers buy over 80% of all retail products in physical stores and that Amazon was “just a piece of a massive and robust retail market” that offers options to consumers and sellers. Brick-and-mortar retailers, online stores and newer buy-online-pick-up-in-store options, he says, are all competing vigorously with each other.

Online, Amazon has been facing growing competition from traditional retailers including Walmart, and Chinese shopping sites Shein and Temu, which became popular by offering ultra-cheap goods. There are also platforms like Etsy and Shopify that are enabling small businesses to sell directly to consumers, and specialist retailers like Wayfair.

“Whichever way you look, there are companies competing with Amazon,” said Neil Saunders, managing director at GlobalData Retail.

Besides the jargon around market definitions, the substance of the agency’s complaint focuses





on Amazon's growing fees on third-party sellers and its ramifications on consumers. It accuses the e-commerce company of squeezing sellers through various fees and employing a massive web-crawling apparatus that punishes them for offering lower prices on other sites. The FTC also alleges Amazon keeps sellers dependent on services that have allowed it to collect billions in revenue every year.

Zapolsky counters that Amazon — just like any store owner that doesn't want to promote bad deals — doesn't highlight listings that aren't competitively priced. He also said the services the company provides to sellers are optional.

The Amazon case comes as federal prosecutors and state attorneys general are in the middle of a 10-week trial trying to prove Google rigged the market in its favor by locking in its search engine as the default choice in a plethora of places and devices. That case was brought by the Department of Justice and marks the biggest U.S. antitrust trial since regulators went after Microsoft and its dominance of personal computer software a quarter century ago.

Maurice Stucke, a former senior advisor at agency during Khan's tenure, said even though there have been some notable antitrust cases, there hasn't been that much case law around monopolization in the past few decades, limiting the examples the FTC can draw from for its Amazon lawsuit. And even if the FTC wins its lawsuit years down the line, he said changes in the market could make it possible for Amazon to maintain its dominance without engaging in the activities the agency is alleging.



TRADE COMMISSION







“Once you get to relief, it might be too little too late,” said Stucke, who currently teaches law at the University of Tennessee.

For her part, Khan has dodged questions about whether the agency would try to break up Amazon. She said its focus right now is on establishing liability. The lawsuit, though, does call for “structural relief,” which means the agency could — down the road — ask the court to change the way Amazon works in minor or major ways.

Overall, there has not been a lot of monopolization cases that have ended in a court ordering a company to divest itself, said Sean Sullivan, a professor at the University of Iowa College of Law who teaches antitrust law.

“Judges are trying really hard to do the right thing,” he said. “But they’re also conscious that if they make a mistake, that type of remedy is potentially very costly and would have massive economic ramifications.”

TAIWAN PROBES FIRMS SUSPECTED OF SELLING CHIP EQUIPMENT TO CHINA'S HUAWEI DESPITE US SANCTIONS



HUAWEI







Taiwan authorities are investigating four Taiwan-based companies suspected of helping China's Huawei Technologies to build semiconductor facilities.

Minister of Economic Affairs Wang Mei-hua said that the investigation will determine if the companies have violated regulations prohibiting sales of sensitive technologies and equipment to China.

The Ministry of Economic Affairs summoned the semiconductor and factory services suppliers for questioning after a report by Bloomberg said they were working with Huawei as it builds a network of computer chip plants.

The investigation also will study whether the companies exported any any sensitive technologies or products with military applications that are included in Taiwan's list of Strategic High-Tech Commodities, Taiwan's China News Agency and other reports said.

They said semiconductor material reseller Topco Scientific Co.; cleanroom constructor L&K Engineering Co.; construction and design firm United Integrated Services Co. and chemical supply system provider Cica-Huntek Chemical Technology Taiwan Co. were suspected of supplying equipment or services to Huawei.

The companies could be fined up to 25 million Taiwan dollars (\$777,665) for violating regulations.

Cleanrooms and other high-tech equipment and services are crucial for the delicate process of making computer chips.

The four companies did not immediately respond to requests for comment.

Wang said Taiwan's National Science and Technology Council soon plans to announce a list of key technologies that require control measures to prevent sharing semiconductor technology with China. The government will take into consideration national security and technical considerations in deciding what measures to impose, she said.

Last week, Wang said during a hearing in Taiwan's Legislative Yuan that the four companies only provided low-end factory services, such as wastewater treatment and environmental protection and did not provide any critical services to Huawei, the reports said.

But Wang reminded companies that if they used U.S. technology and equipment they would not be able to co-operate with firms included in the U.S. Entity List, which prohibits companies from doing business with a listed company unless they obtain a license to do so.

Huawei was placed on the U.S. Commerce Department's entity list in 2019. U.S. officials say the company is a security risk and might facilitate Chinese spying, an accusation that Huawei denies.





YOUR BRAND HAS NEVER
BEEN IN SUCH GOOD COMPANY



ads@techlifeneews.com

MASTHEAD

TECHLIFE NEWS INTERNATIONAL
TechLifeNewsMagazine.com

SOCIAL NETWORKS



Twitter
@Techlife_News
twitter.com/#!/Techlife_News



Facebook
facebook.com/TechlifeNews

SUBSCRIPTIONS

TechLife News Website
techlifefewsmagazine.com

iTunes App Store™ / Newsstand
itunes.apple.com/app/techlife-news/id529054466?mt=8

CONTACTS

Executive Director - ceo@techlifefewsmagazine.com
Relationship Management - crm@techlifefewsmagazine.com
Editor - editor@techlifefewsmagazine.com
Advertise - ads@techlifefewsmagazine.com
Social Network - network@techlifefewsmagazine.com
Promotions - promo@techlifefewsmagazine.com

EXECUTIVE DIRECTOR

Ivan Castilho
Chief Executive Officer / Design Conception

MINDFIELD DIGITAL ART & GRAPHIC DESIGN

Milene Mencari
Graphic Production Coordinator

Natielly Dias
Graphic Design Producer

Saulo Cardoso
Graphic Design Producer

Ketlyn Hanna
Graphic Design Producer

Claudio Magalhaes
Graphic Design Producer

OFFICIAL WEBSITE

Jack Crute
Newsroom Production

MAGAZINE EDITORIAL CONTENT

Benjamin Kerry
Chief Editor

WRITERS

Precise English Inc.
Gavin Lenaghan
Craig Lenaghan
Shanon O'Dovovan

COLUMNS

DIGITAL ENTERTAINMENT REVIEW
Gavin Lenaghan

FINANCE NEWS
Associated Press / Bloomberg

REVISION

Gavin Lenaghan
Jack Crute

PRODUCTION SUPPORT / COLLABORATORS

Rui da Costa
Segolene Vincent
Fabian Groenhof
Lise Berda
James Jarvis
Richard Sawyer
Lauren Brown
Matthew Coburn
Jeffrey Milks
Susan Kiesling
Raquel Serrano
Robert Fluellen
Lisa Swiniarski
Roger Gayalkar

Icy Ventura
Pilar Bescos
Candice Liu
Sharnae Hughes
Saikumar B
Ryan Szloch
Ryan Szloch
Ciera Chang
Trevor Carroll
Oscar Garcia
Jenny Marry
Sierra Simon
Sharon Ferraro
Devesh Kamal

PRIVACY POLICY

techlifefewsmagazine.com/privacy-policy/

TERMS OF USE

techlifefewsmagazine.com/terms-of-use/

TECHLIFE NEWS© Copyright 2021-2012. All Rights Reserved.

No part of the document may be circulated, quoted, or reproduced for distribution without prior written approval. Proper Trademark Notice and Attribution iPad, iPhone, Apple Watch, AirPods, AirTag, HomePod, Mac, iMac, Macbook, iOS, iPadOS, macOS are trademarks of Apple Inc., registered in the U.S. and other countries. Please contact support for additional trademark ownership rights information. The following is a list of Apple's trademarks and service marks <http://www.apple.com/legal/trademark/appletmlist.html>. All other trademarks are the properties of their owners.

TechLife News is an independent publication and has not been authorized, sponsored, or otherwise approved by Apple Inc., Alphabet Inc., Google, Facebook, Microsoft Inc. or any other technology company or brand.

TechLife

NEWS

TechlifeNews.com